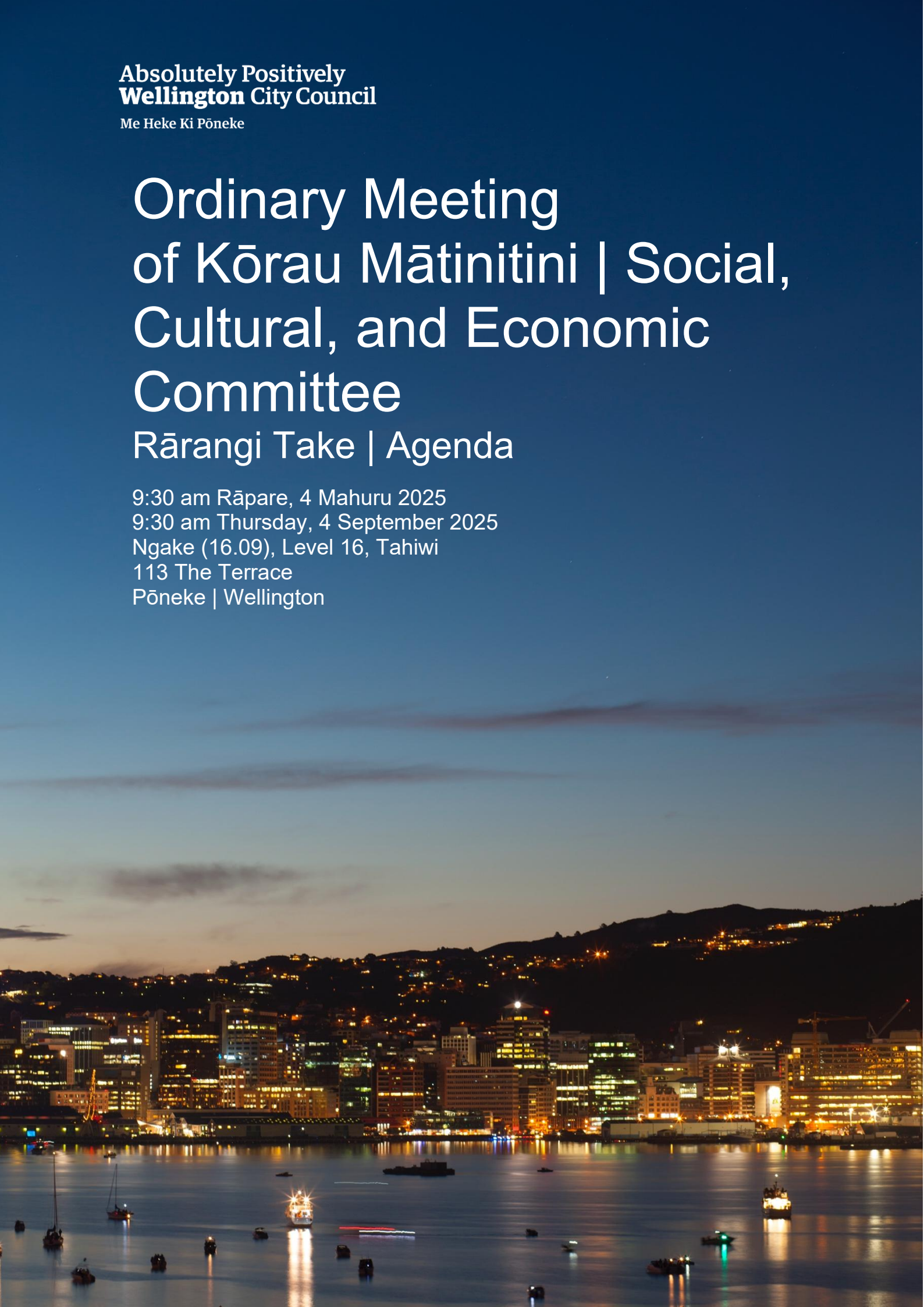
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Ordinary Meeting of Kōrau Mātinitini | Social, Cultural, and Economic Committee

Rārangi Take | Agenda

9:30 am Rāpare, 4 Mahuru 2025
9:30 am Thursday, 4 September 2025
Ngake (16.09), Level 16, Tahiwi
113 The Terrace
Pōneke | Wellington



MEMBERSHIP

Councillor Abdurahman (Deputy Chair)
Councillor Apanowicz
Councillor Brown
Councillor Calvert
Councillor Chung
Deputy Mayor Foon
Councillor Free
Pouiwi Hohaia
Pouiwi Kelly
Councillor Matthews
Councillor McNulty
Councillor O'Neill (Chair)
Councillor Pannett
Councillor Randle
Councillor Rogers
Mayor Whanau
Councillor Wi Neera
Councillor Young

Have your say!
You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-499-4444, emailing public.participation@wcc.govt.nz, or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Kōrau Mātinitini | Social, Cultural, and Economic Committee has responsibility for:

1) Māori strategic outcomes
2) Arts, culture, and community services
3) Wellington City social housing
4) Council's city events
5) Parking services
6) Parks, sport and recreation
7) Community resilience
8) Economic development.

To read the full delegations of this committee, please visit wellington.govt.nz/meetings.

Quorum: 9 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the hui with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the hui.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

1.2 Apologies

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

1.3 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.

1.4 Confirmation of Minutes

The minutes of the meeting held on 19 June 2025 will be put to the Kōrau Mātinitini | Social, Cultural, and Economic Committee for confirmation.

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 Kōrau Mātinitini | Social, Cultural, and Economic Committee.

The Chairperson shall state to the hui:

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 hui.

The item may be allowed onto the agenda by resolution of the Kōrau Mātinitini | Social, Cultural, and Economic Committee.

Minor Matters relating to the General Business of the Kōrau Mātinitini | Social, Cultural, and Economic Committee.

The Chairperson shall state to the hui that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent hui of the Kōrau Mātinitini | Social, Cultural, and Economic Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any hui of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral, or electronic application to address the hui setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the hui concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 499 4444 and asking to speak to Democracy Services.

2. General Business

ADOPTION OF TĀTOU KI UTA - COASTAL RESERVES MANAGEMENT PLAN

Kōrero taunaki | Summary of considerations

Purpose

1. This report seeks the Committee's approval to adopt Tātou ki Uta – Coastal Reserves Management Plan, following public consultation and recommended amendments. Adoption will consolidate and replace outdated coastal plans, provide a clear strategic framework for managing Wellington's coastal reserves over the next decade, and guide future investment, ecological restoration, and partnership with mana whenua.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include:
    - Environmental Wellbeing – A city restoring and protecting nature.
    - Social Wellbeing – A city of healthy and thriving whānau and communities.
    - Cultural Wellbeing.
    - A welcoming, diverse and creative city.
    - Integrating te ao Māori.
    - Embedding climate action.
    - Engaging our community.
    - Value for money and effective delivery.
    - Invest in sustainable, connected, and accessible community and recreation facilities.
    - Collaborate with our communities to mitigate and adapt to climate change.
    - Celebrate and make visible te ao Māori across our city.

Relevant previous decisions

3. In May 2025, the Kōrau Mātinitini | Social, Cultural and Economic Committee approved the draft *Tātou ki Uta – Coastal Reserves Management Plan* for public consultation: Draft Tātou ki Uta | The Coastal Reserves Management Plan.
4. Previous Council decisions to adopt reserve management plans are also directly relevant to this paper. These include the South Coast Management Plan (2002), coastal sections of the Suburban Reserves Management Plan (2015), and the Te Kopahou coastal road section of the Outer Green Belt Management Plan (2019). *Tātou ki Uta* builds on and consolidates the coastal components of these earlier plans to provide an integrated and updated approach to managing Wellington's coastal reserves.

Significance

5. The decision is rated medium significance in accordance with Schedule 1 of the Council's Significance and Engagement Policy. The plan supports Wellington's long-term environmental resilience, public access, and recreational use of coastal reserves. While it aligns with existing policy frameworks, the coast holds public interest.
6. Some actions will require new funding to be agreed to in the future through Annual Plan and Long-term Plan processes, and this is outlined in Attachment 3, however, this funding is indicative at this point, would be staged over a 10-year plus timeframe, and does not meet the threshold for a higher significance rating.

Financial considerations

☐ Nil	☒ Budgetary provision in Annual Plan / Long-term Plan	☒ Unbudgeted $X

7. Approximately 75% of the proposed actions in the *Tātou ki Uta – Coastal Reserves Management Plan* can be delivered within existing operational and capital budgets, such as track renewals, playspace upgrades, and improvements to public toilets.
8. Some actions, however, involve new initiatives that will require additional funding. These include medium-to-long-term priorities (generally 5-10+ years), which are identified in the Plan as requiring new funding. These will need to be considered through future Annual Plan and Long-term Plan processes, alongside other Council funding priorities.
9. Adopting this Plan does not commit Council to new spending. It provides strategic direction, supports prioritisation of existing resources, and informs future investment decisions.
10. Attachment 4 outlines which actions can be funded through existing budgets and identifies those that would require new funding within the next 10 years, along with high-level indicative costs.

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

11. The risk of adopting the *Tātou ki Uta – Coastal Reserves Management Plan* is low. However, there is a risk of losing community confidence if the Council cannot deliver on the key actions and approaches identified. The Plan is aspirational, setting a framework for decision making and providing long-term direction for the next 10 years and beyond. Not all actions will be delivered immediately, but the Plan provides a framework to guide investment and priorities over time, consistent with other Council strategies and plans.

Author	Ella Hardy, Recreation and Parks Planner
Authoriser	Sherilyn Hinton, Open Space and Recreation Planning Manager Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee:

1. Receive the information.
2. Note the feedback provided and thank submitters for their input and ongoing commitment to improving outcomes for Wellington's coastal reserve areas.
3. Note that amendments have been recommended to the Plan to reflect consultation feedback (Attachment 5 Submission summary and Attachment 6 Submissions).
4. Agree to adopt Tātou ki Uta – Coastal Reserves Management Plan (as amended in Attachment 1 of this paper) and Appendix A – Rules for use and development of parks and reserves (as amended in Attachment 3 of this paper).
5. Delegate to the Chief Executive and the Chair or Deputy Chair of the Kōrau Mātinitini | Social, Cultural and Economic Committee (or the relevant committee) the authority to make any amendments as agreed at this meeting and any minor consequential edits as part of finalising and publishing the Plan.
6. Agree to archive the South Coast Management Plan (2002), and the coastal sections of the Suburban Reserves Management Plan (2015) and Outer Green Belt Management Plan (2019), as these are now superseded by *Tātou ki Uta*.
7. Note that officers will return to the relevant Committee in 2026 with an updated Appendix A: Rules for Use and Development of all parks and reserves, following further work to ensure alignment across the city's wider open space network.
8. Agree to the proposed name changes in this paper, as consulted on as part of *Tātou ki Uta* as per Appendix B – Proposed Name Changes.
9. Note further targeted engagement on naming for three areas and before final recommendations /decisions are made.
10. Note the minor updates to the coastal reserve land schedules within *Tātou ki Uta* from the Koata Hātepe | Regulatory Processes Committee decision of 28 August 2025
11. Note the indicative financial information provided for implementation of *Tātou ki Uta* for consideration as part of the 2027/37 LTP (Attachment 4).

Whakarāpopoto | Executive Summary

1. This report seeks approval to adopt *Tātou ki Uta – Coastal Reserves Management Plan*, a statutory management plan prepared under the Reserves Act 1977. Once adopted, it will replace and consolidate the South Coast Management Plan (2002), and coastal sections of the Suburban Reserves Management Plan (2015) and Outer Green Belt Management Plan (2019).
2. *Tātou ki Uta* (the Plan) guides how Wellington City Council cares for, protects, and uses the city's coastal reserves and open spaces over the next 10 years. The Plan aims to:
    - Meet Council's obligations under the Reserves Act 1977.
    - Provide a clear, integrated framework for use, protection, and enjoyment of coastal reserves.
    - Support consistent, strategic decision-making and prioritisation.
    - Reflect Council's partnership commitments with mana whenua.
    - Identify ecological, recreational, cultural, and operational priorities.
3. The Plan applies to coastal reserves and open space land owned or managed by Wellington City Council between Oriental Bay and Karori Stream, including beaches, platforms, escarpments, and partnership-managed sites including Taputeranga Island and Oruaiti Reserve.
4. The Plan is informed by 2024 public engagement (3,000+ feedback points) and 2025 consultation (379 formal submissions). It has been developed in partnership with Taranaki Whānui and Ngāti Toa Rangatira. Oral submissions were heard by the Social, Cultural, and Economic Hearings Panel on the 13th of August 2025.
5. Attachment 1 provides the amended, track-changed version of the Plan, with changes highlighted in orange to show recommended amendments in response to consultation. Following approval of the Plan, final design work — including maps, photos, and layout — will be completed before publication.
6. Attachment 3 provides the amended, track-changed version of Appendix A – Rules for use and development of parks and reserves.

Takenga mai | Background

7. *Tātou ki Uta – Coastal Reserves Management Plan* is a statutory management plan prepared under the Reserves Act 1977. It provides a ten-year vision and management approach for Wellington's coastal reserves and open spaces, covering much of the city's accessible coastline. It replaces earlier plans and integrates them into a single framework for consistent management.

8. The Plan is organised into four parts:

    - Introduction & Context - why the coast matters, how the Plan will be used, and how it aligns with wider strategy;
    - Values & Pathways - five underpinning values (active partnership with mana whenua; access to the coast for recreation and enjoyment; enduring connection to the landscape; protection and restoration of coastal ecosystems; and a nature-first approach to resilience) with pathways that set out how we will deliver on each value;
    - Land Administration - how we manage coastal reserve land classifications, leasing/easements, encroachments and other statutory matters; and
    - Sector Plans - under the Plan, the city's coast is divided into eight management sectors with place-specific policies and actions: Te Kopahou and Coastal Road; Southern Bays; Hue te Para; Rangitatau; Eastern Bays; Mahanga Bay to Maupuia; Ākautangi; and Oriental Bay. Each sector has associated land schedules and management maps.

9. As part of preparing *Tātou ki Uta*, the land status of Council-owned coastal land was reviewed. This identified some parcels requiring classification or reclassification under section 16 of the Reserves Act to better align with their purpose. A separate report was presented to the Koata Hātepe | Regulatory Processes Committee to approve these classifications on 28 August 2025. If the Plan is approved, the land status table can be amended consistent with the Regulatory Process Committee decision and included as part of the final published plan.

10. Consistent with the requirements of the Reserves Act, formal consultation on the draft Plan ran from June - August 2025, following early engagement in 2024. Consultation and engagement methods included workshops, surveys, drop-ins, beach pop-ups, and hui. A full engagement summary is avalible on the website.

Working with our Tākai Here partners

11. The Plan has been developed in partnership with our Tākai Here partners, Taranaki Whānui and Ngāti Toa Rangatira. As members of the Steering Group, they have shaped the direction of the Plan, contributed to its development, and ensured it reflects shared aspirations for the coast. Their mātauranga, values, and priorities are embedded throughout.

Councilllor input

12. Councillors were first briefed on the intent to review the South Coast Management Plan and commence the development of the Plan in early 2024. A workshop was held in August 2024, where councillors were presented with the engagement summary and worked through key themes, values, and priorities for Wellington's coastal reserves and open spaces. Feedback from this session informed the drafting of values, strategic pathways, and sector-based management approaches. Councillors were also invited to visit the coast and some went on a site visit to Te Kopahou on 25 August 2025.

Kōrerorero | Discussion

Formal Consultation Overview

13. Public consultation on the Draft Plan was undertaken from 5 June to 5 August 2025. A total of 379 submissions were received, following early engagement in 2024 that generated more than 3,000 feedback points. The 2025 consultation included five drop-in sessions across parts of the coast, in addition to online and written feedback channels. Further detail about the consultation methods used is provided in the engagement section of this report and in the consultation summary in Attachment 5.

14. Participants were asked in the consultation survey about their level of support for the overall direction of the Plan, the five values and pathways, and specific proposals in the Plan. Submitters were also invited to comment on the eight individual coastal management sectors, name change proposals, Appendix A: Rules for use and development of parks and reserves, and any other general comments.

15. Analysis of submissions showed broad endorsement of the overall direction of the Plan, with 62% of respondents supportive and 29% opposed. Overall support levels were notably influenced by opposition to two specific proposals - vehicle access to the Te Kopahou coastal road and the future of the Bait House - both of which attracted strong and polarised feedback. Outside of these issues, support for the Plan's five values and pathways, and for many of the sector-based proposals, was generally higher. Officers have carefully considered these topics, and amendments have been recommended to the final Plan in response. Further detail is provided below.

16. Levels of support for the five values were:

    - Active partnership with mana whenua – 57% support; 26% opposed
    - Access to the coast for recreation and enjoyment – 78% support; 14% opposed
    - Enduring connection to landscape – 60% support; 13% opposed
    - Protection and restoration of coastal ecosystems – 78% support; 9% opposed
    - Nature first approach to resilience – 73% support; 14% opposed

17. Submissions highlighted a wide range of issues. A full submissions summary is provided in Attachment 5. The following sections of this report provide an outline of the major submission themes and the changes recommended to the Plan in response. It is important to note that the submissions were wide-ranging and diverse, and not every point raised can be reflected in the below theming. Some submissions were also out of scope of the Plan.

18. Based on submissions and engagement feedback, a series of amendments are recommended to the Plan to improve clarity, reflect community priorities, and align actions with mana whenua and technical advice. These include both editorial refinements (to simplify and clarify the Plan) and substantive adjustments to policies and actions. Map, photo, and design updates will be completed before publication.

Key Themes and Officer Responses

Marine and Intertidal Zones

19. Many submitters felt the marine environment was under-emphasised, raising concerns about kina barrens, poaching, and the loss of intertidal habitat. While direct management of the marine environment sits outside of Council's responsibilities and the scope of this Plan, officers agree that stronger recognition can be included to explain how land-based management affects intertidal and marine ecosystems. The amended Plan now explicitly recognises the intertidal zone as an ecological connector, commits to avoiding removal of wrack (including logs, driftwood, and seaweed) except for safety reasons, clarifies beach grooming, and promotes collaboration with Ministry of Primary Industries (MPI) and community groups.

Dogs

20. Many submissions supported stronger restrictions on dogs in sensitive habitats, while others emphasised the importance of everyday dog-walking access. In response, amendments are recommended to strengthen the Plan's direction on protecting wildlife by explicitly committing to stricter management of dogs on the coast. Sensitive habitats will be a priority for enforcement, supported by a new action to improve dog signage (particularly around kororā and other coastal birds), and by prioritising four key areas identified as important bird habitats for targeted dog management. These measures align with the Dog Policy 2024, which includes providing for reviewing and modifying dog exercise areas with consideration of wildlife protection, community use, and consultation.

Ecology and Wildlife Protection

21. Wildlife protection for kororā, dotterels, geckos, and seals was strongly emphasised, along with calls for broader pest control (including deer, goats, and pigs). In response, officers have strengthened pest-control actions and committed to working with partners at Te Kopahou and Moa Point, introduced a specific policy for dotterel protection at Moa Point, and amended the litter management policy to recognise that a "pack it in, pack it out" approach is not practical at high-use sites such as Lyall Bay.

Stormwater, wasterwater and leachate

22. Some submitters raised concerns about the impacts of stormwater, sewage, landfill leachate, and litter on ecology, wildlife and water quality. Of these, stormwater discharges, sewage, and landfill leachate sit outside the scope of this Plan, as these are managed through separate processes led by the new regional Wellington water entity, Greater Wellington Regional Council, and other regulatory frameworks rather than through a Reserves Management Plan. The Plan does, however, note the importance of collaboration with these entities to address issues at key sites such as Houghton Bay, Princess Bay and Lyall Bay.

Amenities (toilets, changing rooms, swimming facilities)

23. Many submissions raised concerns about the condition and adequacy of amenities along the coast, particularly toilets, changing rooms, and swimming facilities. Existing infrastructure was frequently described as outdated and “not fit for purpose”, with submitters noting weak shower pressure, poor design, and changing rooms unchanged for decades. At Scorching Bay, submitters supported installation of a swimming pontoon. Across multiple sites, the existing “4 km spacing rule” for toilets was criticised as arbitrary. In response, amendments are recommended to remove the spacing rule and instead adopt a high-use, clustering approach to facilities. Improvements are signalled for Freyberg Beach and Island Bay, with new toilets planned at Rangitatau, Māhanga Bay – Maupuia, and working with WIAL on provision in Surfers’ Corner in Lyall Bay. The Plan also commits to extending opening hours at popular swimming beaches, and supporting a community-led swimming raft at Scorching Bay.

Accessibility and inclusion

24. Accessibility and inclusivity were also themes in the feedback received. Submitters noted that many people currently miss out on simple coastal experiences such as enjoying fish and chips at the beach, feeling sand underfoot, or dipping toes in the water. In response, changes have been made to add specific accessibility actions at Scorching Bay, Lyall Bay, Freyberg/Oriental Bay, and Island Bay, including reviewing accessible car parking and working with the disability community on options such as beach matting and wheelchairs. The language of the Plan has been reframed in places to avoid ableist terminology, and greater emphasis has been placed on clustering amenities together to support accessibility outcomes. At the same time, the Plan acknowledges that many parts of the coastline will remain inherently inaccessible due to their natural character and physical constraints.

Recognition of surfers, divers, and wind-powered watersports.

25. Several submissions raised concerns that some water-based recreation activities — particularly windbased-watersports, diving, and surfing — were not adequately recognised in the draft Plan. Respondents sought clearer identification of key sites and policies that acknowledge the importance of these activities, as well as recognition of potential impacts from other activities (such as vehicle access or infrastructure). In response, changes have been made to provide more explicit recognition of these sports within the sector-specific chapters and maps, and to include additional policy direction to support their ongoing use and protection.

Te Kopahou Road Access

26. Vehicle access to Te Kopahou coastal road was the single most debated issue in the Plan and the largest source of submissions. Feedback was highly polarised, with 33% of submitters strongly opposed to restricting vehicle access, while 37% strongly supported a new management approach.

27. The 4WD community, including organised groups and clubs, submitted in strong numbers in favour of keeping the road open or keeping access as is. They described the route as a valued recreation area and an important way to reach fishing and diving spots: “If you take the road away, you take the fishing away.” They argued that access should remain for responsible drivers, people with limited mobility, and clubs who contribute positively through clean-ups and predator control: “Work with the people who care – not against them.” Many opposed penalising all users for the actions of a few, calling instead for enforcement and education: “You can’t punish the many for the actions of a few bad eggs.”

28. On the other hand, many submitters called for tighter restrictions or closure to vehicles. Concerns focused on environmental damage (particularly to dunes and nesting birds), wildlife disturbance, and antisocial behaviour: “Vehicles damage dunes and disturb nesting birds — this is a Scenic Reserve, not a racetrack.” Specific issues raised included seal harassment, poaching, dumping, fires, and conflicts with walkers and cyclists. Some submitters supported complete closure to vehicles, while others proposed targeted measures such as night-time closures (“Nothing good happens down there after dark”) or gated sections (e.g. Karori Stream). Opinions were divided on the idea of a permit system to manage vehicle access, with some seeing it as a workable compromise and others rejecting it as unnecessary bureaucracy. Several respondents supported allowing the road to naturally recede over time. Stronger signage, a ranger presence, and clearer rules for all users (including cyclists, dog walkers, and dirt bikes) were also frequently requested.

29. In response, officers recommend a balanced approach to the management of vehicle access that recognises both the recreational value and the ecological importance of the area, and incorporates many of the ideas raised through submissions. This includes:

- Night-time gate closures to deter antisocial behaviour.
- Sunday vehicle-free days, and some public holiday vehicle-free days.
- Further investigation of the feasibility of a permit system, with future decisions informed by monitoring and reporting.
- Education for drivers on safe speeds and environmental impacts.
- Strategic use of barriers or boulders to protect sensitive dune and wildlife habitats.
- Withdrawal of the proposal to reclassify the road as reserve, in light of opposition.
- Retaining the policy of allowing the road to naturally recede over time, rather than committing to costly long-term maintenance.

Ākautangi water recreation precinct

30. Many submissions supported the idea of a coastal recreation hub at Evans Bay Marina and the wider Ākautangi waterfront, but concerns were raised about affordability, governance, and the risk of displacing long-standing clubs and community groups. Submitters highlighted the urgent need to upgrade the public boat ramp, recognised as Wellington’s busiest, and emphasised the historic role of the Evans Bay Yacht & Motorboat Club as a community hub. Other themes included safeguarding kororā habitat, investing in planting and greening, and managing conflicts between cycleway, parking, and trailer access.

31. Some detailed submissions from Evans Bay Marina tenants expressed long-standing frustration at the lack of visible Council action on marina renewal despite earlier planning work. These submitters highlighted escalating costs, questioned governance and financial models, and emphasised that redevelopment must remain affordable for existing users. Concerns were also raised about proposals for a master plan or new "hub," with tenants cautioning against unnecessary bureaucracy and displacement of existing clubs. Some were opposed to the idea of a precinct and wanted activities to be treated seperately.

32. In response, officers have made amendments to strengthen the precinct framework and explicitly recognise the Yacht Club's role as a community hub. The amended Plan commits to a staged, collaborative approach, with priority investment signalled for public boat ramp upgrades. Additional commitments include kororā habitat safeguards, modest greening and heritage initiatives, and improvements to manage parking and access. Officers note that options for financial models, including those raised in submissions, will require further consideration as part of detailed business case and masterplanning work.

Nature based climate resilience

33. Submissions on climate resilience highlighted the need for clearer data and practical measures, with some questioning the evidence base and others emphasising the value of flexible approaches such as Dynamic Adaptive Pathways Planning (DAPP). There was support for nature-based methods alongside calls for hybrid solutions where necessary, concern about costs, and suggestions for practical measures such as reusing local slip material. In response, officers have amended the climate change information to provide greater clarity and alignment with Council's wider framework, and have added actions to seek coastal engineering advice to inform decisions around coastal projects, review post-storm clean-up protocols to retain natural materials, and explore beach monitoring programmes to inform long-term adaptation strategies. There also continues to be specific resilience and erosion response actions in Lyall Bay, Te Kopahou Carpark, Worser Bay, Moa Point, Breaker Bay and Seatoun.

Island Bay Bait House

34. The Bait House was the second most controversial issue in the Plan, with many submissions opposing its possible removal. Submitters emphasised its unique role as a marine education centre — a hub for learning not available elsewhere in the region — as well as its strong heritage value to Island Bay. Alternatives such as earthquake strengthening, relocation, or community-led management were suggested as preferable to demolition.

35. In response, officers have recommended amendments to the Plan to acknowledge the community value placed on the Bait House and to include a commitment to work with the Marine Education Trust on a plan for future building works. This will still need to involve considering options such as strengthening, relocation, or adaptive reuse, in the context of seismic and hazard constraints, lease renewal requirements, and coastal resilience planning. The amended wording is 'Consider *the future of the Bait House in context of coastal hazards, building strengthening, and lease renewal. Work with the Marine Education Trust on a plan for future building works* 'The Plan also notes that the costs of strengthening and other works will require further investigation to assess affordability and value for money, with a subsequent report to be brought back to Council for consideration of next steps.

Tākai Here partnership

36. The draft Plan includes a value and set of pathways focused on active partnership with mana whenua, who are our Tākai Here partners — Taranaki Whānui and Ngāti Toa Rangatira:

- Pathway 1.1: Strengthening mana whenua presence and leadership on the coast.
- Pathway 1.2: Recognising treaty settlements in coastal management.
- Pathway 1.3**:** Restoring traditional Māori place names and strengthening te reo Māori.

37. Submissions reflected a range of views. Many supported strengthening partnership with mana whenua, restoring traditional names, and sharing Māori histories, though concerns were raised about a perceived prioritisation of Māori interests over the wider community. In response, and following further engagement with our Tākai Here partners, the Plan's language has been refined to more clearly reflect Te Tiriti o Waitangi, statutory acknowledgement areas, and the partnership approach taken in its development — including the use of sector names agreed with mana whenua.

Name change proposals

38. The draft Plan proposed restoring eight Māori names to coastal reserves that are significant cultural sites for mana whenua. Consultation feedback was mixed on the proposals, but overall results showed 56% support and 21% opposition for initiatives to restore Māori place names, incorporate cultural storytelling, and enhance interpretation along the coast.

39. Submissions in opposition generally expressed concern about the replacement of existing names, potential confusion for the public, or a perception that Māori interests were being prioritised over wider community views. There were also many requests for dual names. Further background on the cultural significance of each proposed name is provided in Attachment 2.

40. Officers have considered the submission feedback and recommend the following approaches to the naming proposals, detailed in this table:

Officer recommendations on naming proposals			
Current Name	**Proposed Name**	**Recommendation**	**Note/Rationale**
Melbourne Street Reserve	Uruhau Reserve	Proceed	Supported in submissions and consistent with relevant Council policy. Opposition was limited to general objections to Māori renaming.
Lyall Bay Esplanade Strips	Hue te Para Park	Proceed	Supported in submissions and consistent with policy. Wellington International Airport Limited noted that some of the land is not reserve land and may be in their ownership in the future, but they did not object to the proposed name change.
Worser Bay Lawn	Kākāriki Hūtia Reserve	Proceed	Supported in submissions and consistent with policy. Opposition related mainly to general objections to Māori naming.
Overtoun Park	Karaka Onehunga Reserve	Proceed	Supported in submissions and consistent with policy. Opposition reflected general concerns about Māori name changes and the loss of the existing reference to Overtoun (an estate in Scotland of Mr Crawford) and this history being lost. Historical context on the origin of the current name is provided in Attachment 2.
Queens Drive Reserve	Waitaha Reserve	Proceed	Supported in submissions and consistent with policy. Opposition was limited to general concerns about Māori naming or loss of familiarity.
Te Kopahou Reserve	Te Kapohau Reserve	*Defer*	Mana whenua have requested additional time to consider this change as part of the Te Kopahou Cultural Restoration Project. The Plan has been amended to include an action to revisit the naming decision within that project context.
View Road Park (Houghton Bay)	Haewai Reserve	*Defer*	Submissions were generally supportive, but some suggested the name Haewai would be more appropriately applied across a wider network of reserves in Houghton Bay. The Plan has been amended to include an action to undertake further work with mana whenua and the Houghton Bay community on the most suitable application of this name and look at other naming opportunites in Houghton Bay.

Shorland Park	Mapunga Park	*Defer decision and conduct further targeted engagement with the Southern Bays Historical Society, descendents of John Sholand and Mana Whenua before a final recommendation or decision is made.*	While there was support for the name Mapunga Park, some submissions from the Southern Bays Historic Society highlighted community attachment to the existing name, with descendants of J.O. Shorland also emphasising his contributions to Island Bay. Mana whenua identified Mapunga as a high-priority name for restoration, reflecting its history as a kāinga and association with the black shag (kawau). Officers recommend deferring this decision to allow further work with mana whenua, the Shorland family, and the Historic Society, with the aim of reaching a solution.

41. The proposed name changes have been assessed against the Council's Naming Policy – Te Māpihi Maurea, which prioritises names that reflect mana whenua significance, local heritage, and appropriate use of te reo Māori. These also support the implementation of Te Tauihu, Council's te reo Māori policy, contributing to the goal of Wellington becoming a te reo Māori capital by 2040. Councillors have the option to support the recommended name changes, which align with Council policy and reflect mana whenua aspirations; or to consider dual naming options or defer decisions where further engagement is needed.

Other

42. The amended Plan includes a number of smaller changes based on submissions and further review. These include:

    - Adding policy to support compliance with Wellington Airport's operational and safety requirements on the southern foreshore.
    - Adding policy to clarify that public art and memorials are not anticipated on the south coast where natural character is dominant, but may be considered elsewhere along the coastline and particularly along Ākautangi.
    - Expanding heritage recognition, with policies to acknowledge and manage historic bunkers and other WWII structures, and to incorporate local stories highlighted in submissions including Evans Bay Yacht Club, the Hermit's Cave and Surfers at Lyall Bay.
    - The amended Plan removes the action for a coastal walkway linking the Te Kopahou Visitor Centre to Mākara along a historic route. While the concept received strong public support during consultation, it is recomended at this stage to not be progressed due to opposition from the adjoining landowner and because much of the alignment falls outside the scope of this Plan. This idea may be better reconsidered in the future review of the Open Space Access Plan.
    - Adding a new action to work with the new water services entity and Greater Wellington Regional Council on interpreting piped stream outfalls (e.g. Paekawakawa, Haewai, Ngaroma, Waipapa), through signage and catchment information, and developing a long-term approach to improve their ecological and amenity value.

- Adding recognition of estuaries, in response to submissions on their ecological and cultural importance. The amended Plan notes that estuaries along the Wellington coast, including the Kaiwharawhara estuary and the Mākara Stream estuary, sit outside its formal scope but will be managed in line with the Plan's policies and values until more detailed frameworks are developed.
- The amended Plan also includes an additional action to work with GWRC to investigate and consider reviewing the licence agreement and coastal permit for the Tug Boat at Oriental Bay, and depending on the outcome, consider options to repurpose the site for aquatic recreation uses. This is also based on a submission requesting this.

Appendix A – Rules for use and development of parks and reserves

43. As part of public consultation, we also sought feedback on Appendix A, which sets out activity rules for the parks and reserves network. These rules explain how activities within Wellington's coastal areas are managed so the use, development, and protection of these spaces align with the values and pathways of *Tātou ki Uta*. While Appendix A is applied through this Plan now, it is intended as a stepping stone toward a single, city-wide rules framework for activities across all Wellington reserves.

44. Submissions on Appendix A resulted in minor refinements only (summarised in Attachment 3). Updates are principally in the Encroachments and Commercial Activities sections. Officers propose adopting Appendix A for the coastal reserves through this Plan and returning in 2026 with a city-wide version for further review and consultation.

Kōwhiringa | Options

45. The options available to Kōrau Mātinitini | Social, Cultural and Economic Committee are:

    a. **Option A**: Adopt *Tātou ki Uta* as outlined in this paper, with any minor amendments. (Preferred Option).

    b. **Option B**: Agree to defer the decision with direction to substantially amend *Tātou ki Uta* and ask officers to come back with proposed amendments.

    c. **Option C**: Not adopt *Tātou ki Uta* which would mean the 2002 South Coast Management plan would remain active.

46. **Option A – *Adopt Tātou ki Uta* (Preferred Option):** The Committee would adopt *Tātou ki Uta* as outlined in this paper, incorporating the tracked changes and officer recommendations which respond to consultation feedback and any other minor changes made at this meeting.

    Advantages:

    - Provides an updated, integrated management framework for Wellington's coastal reserves, replacing the outdated 2002 South Coast Management Plan.
    - Meets the Council's statutory obligations under the Reserves Act.
    - Reflects extensive community, stakeholder, and mana whenua engagement and input, ensuring decisions are well-informed and broadly supported.

- Enables implementation of the Plan to commence without further delay, maintaining momentum and certainty for partners and communities.

Disadvantages:

- Some submitters may remain dissatisfied where their feedback is not reflected in the final Plan, although this will continue be the case where there are competing views and priorities across many areas of the Plan.

47. **Option B – Defer the decision and request substantive amendments to *Tātou ki Uta*:** The Committee would agree to defer adoption of the Plan and direct officers to prepare substantial amendments before bringing it back for further consideration.

Advantages:

- Enables the Committee to refine or amend specific contentious provisions before adoption, for example to address political, technical, or community sensitivities.
- Would still ultimately meet the Council's statutory obligations under the Reserves Act, once the amended Plan is adopted.

Disadvantages:

- Delays adoption and implementation of the Plan, which may impact resourcing, linked projects, and delivery of coastal management actions.
- Risks undermining the integrity of the consultation process and the balance already achieved between diverse community feedback, mana whenua input, and technical advice.
- Creates uncertainty for mana whenua and stakeholders who have engaged and contributed extensively to the Plan over the last 18 months, with reputational risks for Council.
- Would require additional officer and mana whenua resourcing to rework and re-consult on amendments, further extending timelines, impacting resourcing and budgets, and delaying other projects.

48. **Option C – Do Not Adopt *Tātou ki Uta*:** The Committee would decline to adopt the Plan, leaving the 2002 South Coast Management Plan in effect.

Advantages:

- Avoids immediate resourcing and future implementation costs.

Disadvantages:

- Leaves Wellington with an outdated management framework for its coastal reserve areas that does not reflect current legislation, climate risks, community expectations, or mana whenua partnership.
- Fails to meet the statutory obligations for the review of management plans under the Reserves Act.
- Significant reputational risk with mana whenua, community stakeholders, and the wider public who engaged in and contributed extensively to the process over the last 18 months.
- Loss of momentum and credibility for future coastal reserves planning initiatives.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

49. The *Tātou ki Uta – Coastal Reserves Management Plan* aligns with key Council strategies and legislative frameworks. A key guiding document for the Plan is Te Whai Oranga Pōneke – Open Space and Recreation Strategy 2023, which sets the strategic direction for managing Wellington's open space and recreation network. The Plan strongly aligns with the Strategy's five strategic focuses:

    - Te Whakahuamanu (Regenerating and Resilient) – by prioritising sustainable coastal management, ecological restoration, and climate adaptation.
    - Kanorau (Diverse) – by supporting a wide range of recreational opportunities while ensuring environmental protection.
    - Whakamāori anō (Re-indigenising) – by elevating te ao Māori through honouring whakapapa, mahinga kai, and partnerships with mana whenua.
    - Whai Wāhitanga (Inclusive) – by supporting coastal environments to be more accessible and welcoming for all.
    - Pāhekohekotanga (Integrated) – by ensuring coastal spaces are well-planned, connected, and aligned with wider city networks.

50. Additionally, the Plan strongly aligns and advances with:

    - Our Natural Capital – Wellington's Biodiversity Strategy and Action Plan 2015, by focusing on coastal habitat protection, ecological restoration, and biodiversity resilience, supporting Wellington's aspiration to be a leader in urban ecology.
    - Te Atakura – First to Zero (2019) – by supporting coastal climate resilience and nature-based adaptation.
    - Tūpiki Ora Māori Strategy (2022) – by giving effect to Council's commitment to better outcomes for Māori, with a strong focus on mana whenua partnerships, cultural heritage, environmental outcomes, and renaming.

Engagement and Consultation

<u>Early Engagement (2024)</u>

51. Development of *Tātou ki Uta* began with an extensive early engagement process between March and July 2024. This generated over 3,000 pieces of feedback through a wide range of activities, including: community workshops, beachside pop-ups and "chats on the sand," targeted discussions with youth and disability communities, hui with mana whenua, online surveys, and a city-wide research survey. Early engagement also included school-based activities and direct input from recreation groups and environmental organisations. This feedback was used to shape the draft Plan. A full summary of this early engagement process is provided in the Early Engagement Summary Report.

Formal Consultation (2025)

52. Public consultation on the Draft Plan was undertaken from 5 June to 5 August 2025, in line with the Reserves Act 1977 requirements. A total of 379 submissions were received from individuals, mana whenua, community groups, environmental organisations, recreation advocates, and residents. These submissions represented a broad cross-section of coastal interests — environmental and wildlife organisations; recreation and boating clubs (e.g. swimming**,** surfing, diving, yachting); historical societies**,** residents' associations; and individual residents — reflecting the breadth of community engagement with the coast.

53. The main method of consultation was an online survey hosted on the Kōrero Mai engagement platform (also available in paper form), supplemented by email submissions. Promotion and outreach activities included:

    - Signage installed along the coast to advertise the consultation.
    - A targeted social media campaign (Facebook and Instagram), featuring videos with Council staff (e.g. the coastal ranger and ecologist) explaining coastal issues, supported by paid advertising.
    - 5 in-person drop-in sessions held at the Waterfront Markets, Evans Bay Marina, Lyall Bay Surf Club, Te Awe Library, and Island Bay Community Centre.
    - Information displays in Council libraries and recreation centres across the city.
    - Email outreach to key stakeholders, including environmental, recreational, and residents' groups.
    - Coverage in Council newsletters, alongside press releases and news stories picked up by RNZ and Stuff (including stories focused on coastal birds and the Bait House).
    - Public notification in the newspaper.

54. A full consultation summary is provided in Attachment 5.

Māori Impact Statement

55. The coast holds deep significance for Māori, recognising the ancestral, cultural, and spiritual connections of mana whenua to the coast. The Plan was co-developed with our Tākai Here partners, Taranaki Whānui and Ngāti Toa Rangatira, incorporating Cultural Values Assessments, hui, site visits, and co-drafting workshops. Mana whenua attended council meetings and reviewed multiple versions of the plan.

56. Mana whenua aspirations are embedded throughout, reflected in the Plan's values, pathways, sector actions, and proposed name changes. The name *Tātou ki Uta* was bestowed by mana whenua and reflects collective responsibility to care for coastal areas. They also developed the Plan's mihi and karakia.

57. If the Plan is adopted, Council will continue to work in partnership with mana whenua through implementation.

Financial implications

58. While adopting the Plan does not commit Council to any immediate new funding, the Plan does identify a long-term programme of proposed actions that will guide future decisions on priorities and Council investment as part of Annual Plan and Long-term Plan processes.

59. Approximately 75% of the proposed actions in the Plan can be delivered within existing operational and capital budgets, aligned with asset management plans and current work programmes (e.g., biodiversity, open spaces and beaches, marinas, play spaces, public toilets) - see Attachment 4.

60. Around 25% of the actions, particularly medium- to long-term priorities, involve new or additional initiatives that will require further funding to be sought through future Annual Plan and Long-term Plan processes. These actions include cultural and partnership initiatives (such as a mana whenua ranger programme and coastal cultural interpretation), ecological restoration programmes (including kororā and seabird recovery), adaptation and resilience planning (such as erosion control and sand management), accessibility improvement projects and some new infrastructure or planning projects (e.g., coastal toilets, master planning for marinas and key sites).

61. The Plan outlines indicative cost estimates and timing for these actions (summarised in Attachment 4). These estimates are high-level and will require further detailed investigation, feasibility studies, and design work before any funding decisions are made.

Legal considerations

62. The Plan has been prepared in accordance with section 41 of the Reserves Act 1977, setting out management direction for Council-administered coastal reserves.

63. Some areas of coastal land included within the scope of the Plan are not formally classified under the Reserves Act but because of their characteristics, these are managed as public open space. The Plan establishes a consistent management approach across these areas.

Risks and mitigations

64. The risk of adopting the Plan is assessed as low.

65. There is a risk related to community confidence in Council if actions or policies identified are not delivered in a timely way. This can be mitigated by clear communication that the Plan is a strategic guiding document, with its actions being subject to further funding, feasibility, planning and budgeting processes, as well as establishing a process for regular review of the Plan’s actions and implementation progress.

Disability and accessibility impact

66. The Plan emphasises inclusive and equitable access to coastal spaces, recognising that for many disabled people and others with mobility challenges, much of Wellington’s coastline is currently inaccessible. While it is not possible to make the entire coastline accessible, the Plan commits to prioritising improvements at high-use locations where access can realistically be enhanced.

67. Engagement with disabled communities was a central part of consultation. Officers worked with dSport, Halberg Foundation, FERNZ (Foundation for Equity and Research NZ), the Make Matairangi More Accessible working group, and other partners to understand specific barriers and opportunities. This included:

    - Attending an inclusive snorkelling event run by Mountains to Sea with dSport.
    - Meetings with dSport staff, including individual conversations with tangata whaikaha whānau.
    - Targeted survey distribution through dSport and disability sport organisations.
    - Ongoing engagement with the Halberg Foundation, FERNZ's Community Action Group, and the Council's LeisureCard partners.
    - Promotion of consultation opportunities through the LeisureCard newsletter.

68. Feedback emphasised that disabled people want to enjoy the same simple coastal experiences that many take for granted - sharing fish and chips with whānau on the beach, feeling sand underfoot, or dipping toes in the water. Participants highlighted that accessibility is not only about beach entry but also about the wider "journey": accessible car parking close to the shore, accessible toilets and changing facilities, and safe and usable pathways. Importantly, they stressed that these facilities must be designed and assessed from a disabled perspective, noting that common measures such as "walking time to toilets" are often based on able-bodied assumptions.

69. In response, Pathway 2.4 of the Plan has been strengthened to explicitly commit to enhancing accessibility. Priority actions include investigating beach matting and beach wheelchairs at key sites (e.g. Lyall Bay, Island Bay, Freyberg/Oriental Bay, and Scorching Bay), reviewing accessible parking provision, and clustering amenities to improve practical access outcomes. While natural character and terrain will limit what is possible in many areas, the Plan commits to working in partnership with the disability community to design meaningful improvements at targeted locations.

Climate Change impact and considerations

70. The Plan embeds climate adaptation and nature-first resilience as a core value. It takes a landscape-scale approach across beaches, dunes, estuaries and escarpments, integrating coastal engineering/geomorphology advice with mātauranga Māori. Consistent with the National Adaptation Plan and MfE coastal guidance, the Plan applies Dynamic Adaptive Pathways Planning (DAPP) and the PARA framework (Protect, Accommodate, Relocate, Avoid), prioritises space for natural processes, avoids new development in high-risk areas, and focuses on dune/coastal habitat restoration and living shorelines.

71. The approach aligns with Te Atakura – First to Zero, favouring low-emissions, nature-based responses with co-benefits (biodiversity, carbon sequestration, recreation). Recognising that climate change will intensify storms, erosion, inundation and seasonal fire risk, the Plan uses trigger-based decisions (including relocation where needed), requires adaptable design for recreation assets, and strengthens operational protocols (e.g., returning clean storm debris to beaches).

Communications Plan

72. Following adoption of *Tātou ki Uta*, officers will coordinate public communications to ensure the community is aware of the final Plan and its outcomes. This will include a media release, a social media update, direct communication with stakeholders, and updates on the Let's Talk platform.

73. Communications will be finalised once the maps, design layouts, and visual materials for the final Plan are complete. Officers will also work with mana whenua on communication and public messaging to help get the word out to the wider community.

Health and Safety Impact considered

74. There are no direct health and safety impacts arising from the adoption of this Plan.

Ngā mahinga e whai ake nei | Next actions

75. Subject to adoption of the plan, the next steps are:

- Incorporate any final amendments agreed by the Committee into the Plan.
- Prepare the final designed version, including maps, photos, and layout, for publication.
- Communicate the finalised Plan to the public and key stakeholders.
- Begin planning for implementation, including further technical investigations, funding proposals, and operational planning for priority actions
- Report back to the Committee in 2026 on:
  - a city-wide activity rules framework for parks and reserves (Attachment 3);
  - the tidy-up and confirmation of reserve classifications under the Reserves Act 1977; and
  - progress on further naming proposals under the Wellington City Council Naming Policy (Te Māpihi Maurea).

Attachments

Attachment 1.	Tātou ki Uta - Coastal Reserves Management Plan - with tracked changes	Page 29
Attachment 2.	Appendix B: Proposed name changes	Page 187
Attachment 3.	Appendix A: Rules for use and development of parks and reserves	Page 202
Attachment 4.	Actions requiring new funding	Page 228
Attachment 5.	Tātou ki Uta Consultation Summary 2025	Page 233
Attachment 6.	Tātou ki Uta submission responses 2025	Page 281

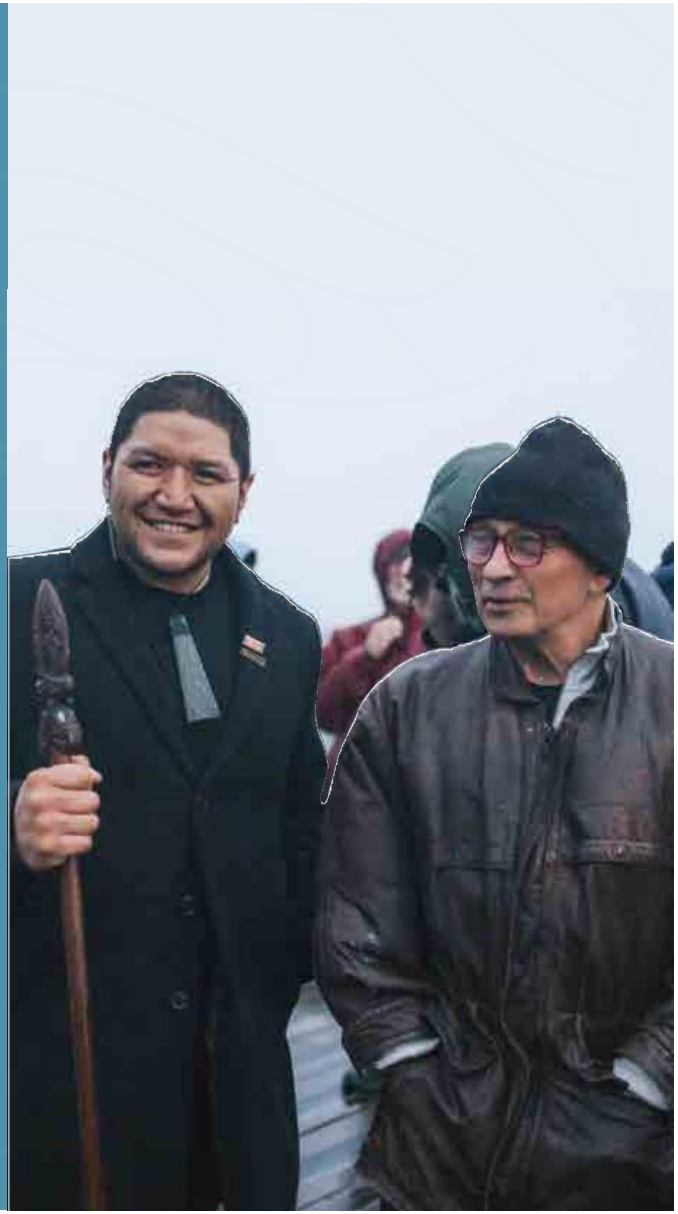


This shade text = Text has been altered to reflect further community submission and refinement.

Karakia mō te Taiao o Te Whanganui a Tara

Tākina te hau o te tonga,	*Let the southern wind be released,*
Tākina te hau o te māuru	*Let the western wind be released,*
Tākina ngāi tai ā Kupe,	*Let the tides of Kupe be stirred,*
Tākina ngā taitai nunui Kia	*Let the surging waves rise and roll,*
tau ai te marino,	*So that tranquillity may settle,*
Kia tau ai te aio	*So that peace may descend.*
Hekeheke iho mai te mauri o ngā atua	*May the life essence of the divine descend,*
Te mauri o Nuku,	*The mauri of Papatūānuku,*
Te mauri o Rangi	*The mauri of Ranginui,*
Te mauri o Tangaroa ki uta	*And the mauri of Tangaroa upon the shore,*
Ka tau ki runga i ngā one o Te Whanganui a Tara	*Let it rest upon the shores of Te Whanganui-a-Tara:*
Ko Te Kopahou, ka tau	*Upon Te Kopahou — let it be settled,*
Ko Taputeranga, ka tau	*Upon Taputeranga — let it be settled,*
Ko Hue te Para, ka tau	*Upon Hue te Para — let it be settled,*
Ko Rangitatau, ka tau	*Upon Rangitatau — let it be settled,*
Ko Ōruaiti, ka tau	*Upon Ōruaiti – let it be settled,*
Ko Motukairangi, ka tau	*Upon Motukairangi - let it be settled*
Ko Ākautangi, ka tau	*Upon Ākautangi — let it be settled*
Ko Waitangi, ka tau	*Upon Waitangi – let it be settled*
Turuturu, whakamua kia tina. Tina	*Firmly bind and secure – it is done*
Haumi ē	*Joined together*
Hui ē	*In Unity*
Tāiki ē	*It is complete.*

Nā Mark Ormsby (Te Ātiawa, Ngāti Tama, Ngāti Maniapoto) te karakia i tito
Composed by Mark Ormsby (Te Ātiawa, Ngāti Tama, Ngāti Maniapoto)



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Mihimihi
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Me mihi ka tika ki te wāhi ngaro, ki a rātou mā kua wehe atu ki te pō. Rātou hoki kua wāihongia te tukanga auahatanga mō tātou ki uta, mō tātou ki tai. nō reirā, e kui mā, e koro mā, okioki atu.

Me mihi hoki ki te remu o te paepaeroa nei, arā ki ngā wāhi tūpuna o Pōneke. Mai i ngā taukahiwi o Te Kopahou, ko te ahikāroa, me te hautapu hoki kua tahuna kētia e Taranaki Whānui ki te Upoko o Te Ika.

Heke iho rā i te maunga tīkokekoke, ka tau mai rā ki Rimurapa, ki Te Kauae o Poua, ki Mōhuia, ki Pariwhero hoki.

Matike atu rā ki Paekawakawa, tītiro iho ki Te Māpunga kāinga, ki Motu Haku, ki Taputeranga. Ko Te Uruhau ki runga. Rere atu te kawau ki Haewai ki Waitaha ki Hue te Para ki ngā pā o Rangitātau, o Poito, ā, ki te kāinga o Paewhenua.

Tau mai tō tītiro ki Ōruaiti. E tū na te aroaro o Kupe, E tū ra te turanga o Kupe.

Hoea tō waka ki Kirikiri tatangi ko Amuketi ko Maraenui tērā. Ko Kākāriki Hūtia, ko Whetu kairangi, Ko Te Māhanga, Ko Maupuia kei raro i te maru o Mātai Moana.

Whakawhiti atu rā ki Ākautangi kia tiro ake rā ki Akatarewa, ki Waihirere ki Tangi Te Keo. Heke iho ki Waitangi, ki Te Aro, Ki Pipitea ka tau..

Me mihi nui ki te iwi mana whenua o te tai hauāuru. Mai i Miria te Kakara ki Whitireia, whakawhiti te moana Raukawakawa, ki Wairau, ki Whakatū. E ngā kaihoe o te rangapū ahikaroa, e ngā uri o Ngāti Toa Rangatira, koutou kua hoe tahi mai i te taha o ngā ringa hoe o Taranaki Whānui ki te Upoko
o Te Ika. Noho tahi tonu.

Me mihi anō ki ngā tāngata katoa o te tāone o Pōneke, koutou e mahi tonu te mahi tika, te mahi pai ki ngā remu o te paepaeroa nei. Koutou hoki ngā hunga tiaki mō te taiao,mō te orangatonutanga o Te Whanganui a Tara, noho tahi mai.

Nō reirā e te iti, e te rahi, ānei te tirohanga ki muri kua heke mai nei mō tatou ki uta, mō tatou ki tai, mō tātou o nāianei, mō tatou ngā uri o āpōpō.

Tēnā koutou katoa.

Let us first acknowledge those who have passed on, those who have departed into the realm of night. They who have left behind the foundations of creation for our benefit – both inland and along the coast. To our past elders, may you rest peacefully.

We also acknowledge the sacred boundaries of this region, namely the ancestral lands of Pōneke (Wellington). From the ridgelines of Te Kopahou, with the long-standing fires and sacred offerings lit by Taranaki Whānui Ki te Upoko o Te Ika.

Descending from the high mountain, we arrive at Rimurapa (Sinclair Head), Te Kauae o Poua, Mōhuia, and Pariwhero. Looking out to Paekawakawa, we see Te Māpunga kāinga, Motu Kahu, and Taputeranga. Above them stands Te Uruhau. The cormorant then flies to Haewai, Waitaha, and Hue te Para (Lyall Bay), to the fortified settlements of Rangitātau and Poito, and to the home of Paewhenua. Let us rest our gaze upon Ōruaiti, where the figure of Kupe stands firm—his foundation enduring.

From there, we travel to Kirikiritatangi, to Amuketi, to Maraenui – where Kākāriki Hūtia

, Whetū Kairangi, Te Māhanga, and Maupuia stand beneath the protection of Mātai Moana. Crossing to Akautangi, we look toward Akatarewa, Waihirere, and Tangi Te Keo, before descending to Waitangi, Te Aro and Pipitea, where the sandy shores of Oriental Parade is formed.

We offer sincere acknowledgment to the mana whenua of the western coast – from Miria te Kakara to Whitireia, across Te Moana o Raukawakawa (Cook Strait), to Wairau and Whakatū. To the paddlers of the enduring alliance, the descendants of Ngāti Toa Rangatira, who continue to paddle alongside Taranaki Whānui ki Te Upoko O Te Ika – remain united.

We also extend thanks to all the people of Pōneke (Wellington) – those working with integrity and purpose along the sacred margins of this land. And to the environmental stewards, guardians of the wellbeing of Te Whanganui a Tara (Wellington Harbour) – stand together.

Therefore, to all, both great and small, this is the legacy handed down to us: for those inland, for those at sea, for the people of today, and for the generations of tomorrow.

Greetings and sincere thanks to you all.

He kōrero nā Taranaki Whānui me Ngāti Toa, hei tautoko i Tātou ki Uta.
Words from Taranaki Whānui and Ngāti Toa, in support of Tātou ki Uta.

1

Te Takenga

Background



Wellington City Council

Introduction

This plan guides the care and management of Wellington's coastal reserves.

It aims to:

- Fulfil obligations under the Reserves Act 1977
- Guide the day-to-day use, protection, and enjoyment of coastal reserves.
- Support consistent, integrated decision-making across Council-managed coastal land.
- Reflect our partnership commitments with mana whenua.
- Provide direction for operational, ecological, and cultural priorities along the coast.

The name Tātou ki Uta, bestowed by mana whenua, reflects the shared relationship with the coast that underpins this plan. Meaning "all of us on the coast", it is derived from the saying "Tātou ki Uta, Tātou ki Tai", which comes from the separation of Ranginui and Papatūānuku and the ongoing battle between Tāwhirimātea and Tangaroa. Some descendants of Tangaroa came ashore to dwell with Papatūānuku, while others remained in the sea.

Though separate, their whakapapa remains connected. The name reflects our relationship with the sea and our shared responsibility to care for the coast, as mana whenua and as community.

Our coast is a taonga – a treasured resource where Wellingtonians connect with the ocean, nature, and each other. Along Te Moana o Raukawakawa (Cook Strait) and Te Whanganui a Tara (Wellington Harbour), our relationship with the sea is woven into city life. The coast has long shaped – and will continue to shape– Wellington's identity, environment, way of life, and economy.

The coast marks the meeting of Tangaroa and Papatūānuku, where the ever - changing interaction continually shapes the land. This dynamic relationship, now intensified by the impacts of climate change, brings both awe-inspiring southerly waves and moments of calm. The coastline boasts dramatic landforms, fragile ecosystems, and diverse flora and fauna, all sculpted by the relentless forces of the coastal climate. Human settlement and activities namely the construction of roads quarrying and dune mining have significantly altered the landscape over time.

Wellington's coast is rich in history and legend. It is where Kupe pursued Te Wheke a Muturangi, the giant octopus, and where tupua Ngake burst from a lake, forming Te Whanganui a Tara and leaving his companion, Whātaitai. From these ancestral stories through to Māori settlement, Wakefield's land deals, quarrying, farming, wartime defence, and housing development, the coast has borne witness to layers of history.This context shapes the direction of the plan, which focuses on the future management of coastal reserves.

Ngāti Toa Rangatira, Te Ātiawa and Taranaki Whānui are mana whenua of the Wellington coast. This is a shared responsibility in the exercise of ahikā and kaitiakitanga, an inherent whakapapa responsibility to care for te taiao.



Developed together with mana whenua and through engagement[1] with the community, the plan reflects shared aspirations and carefully balances recreation, access, cultural values, climate adaptation, and environmental sustainability outcomes.

This plan updates and builds on the South Coast Management Plan (2002), reflecting over two decades of coastal restoration and investment. Since then, key achievements include dune restoration at Lyall Bay, Island Bay, and Princess Bay, the Te Kopahou Visitor Centre, and the revitalisation of Te Raekaihau Point – restoring habitats and improving access. This plan continues that legacy while addressing emerging challen

1 Community engagement in 2024 gathered extensive public feedback on Wellington's coastal reserves, with over 3,000 pieces of input received through workshops, online tools, beachside discussions, and targeted outreach. This was followed in 2025 by a formal consultation process on the draft plan, which received 379 submissions from a wide range of organisations and individuals.

Navigating the plan

The plan is structured from the broad scale to more detailed area-specific policies as follows:

Section 1:
Introduction, scope, key challenges, and roles and responsibilities in coastal management.

Section 2:
Values and pathways guiding the protection and management of coastal areas. These pathways translate values into practical policy directions that will inform day-to-day decision-making.

Section 3:
Land administration, including the Reserves Act 1977 requirements, classifications, and management frameworks.

Section 4:
Sector-specific management for the eight coastal sectors within Wellington City, including sector-based actions.

Appendix 1:
Rules governing activities in coastal reserves.

Funding and implementation

This plan informs Council's future funding and planning decisions.

This plan informs Council's future funding and planning decisions. All actions are indicative opportunities and are not necessarily funded projects. Their implementation may depend on the outcomes of consultation, further investigation, feasibility, and budget prioritisation.

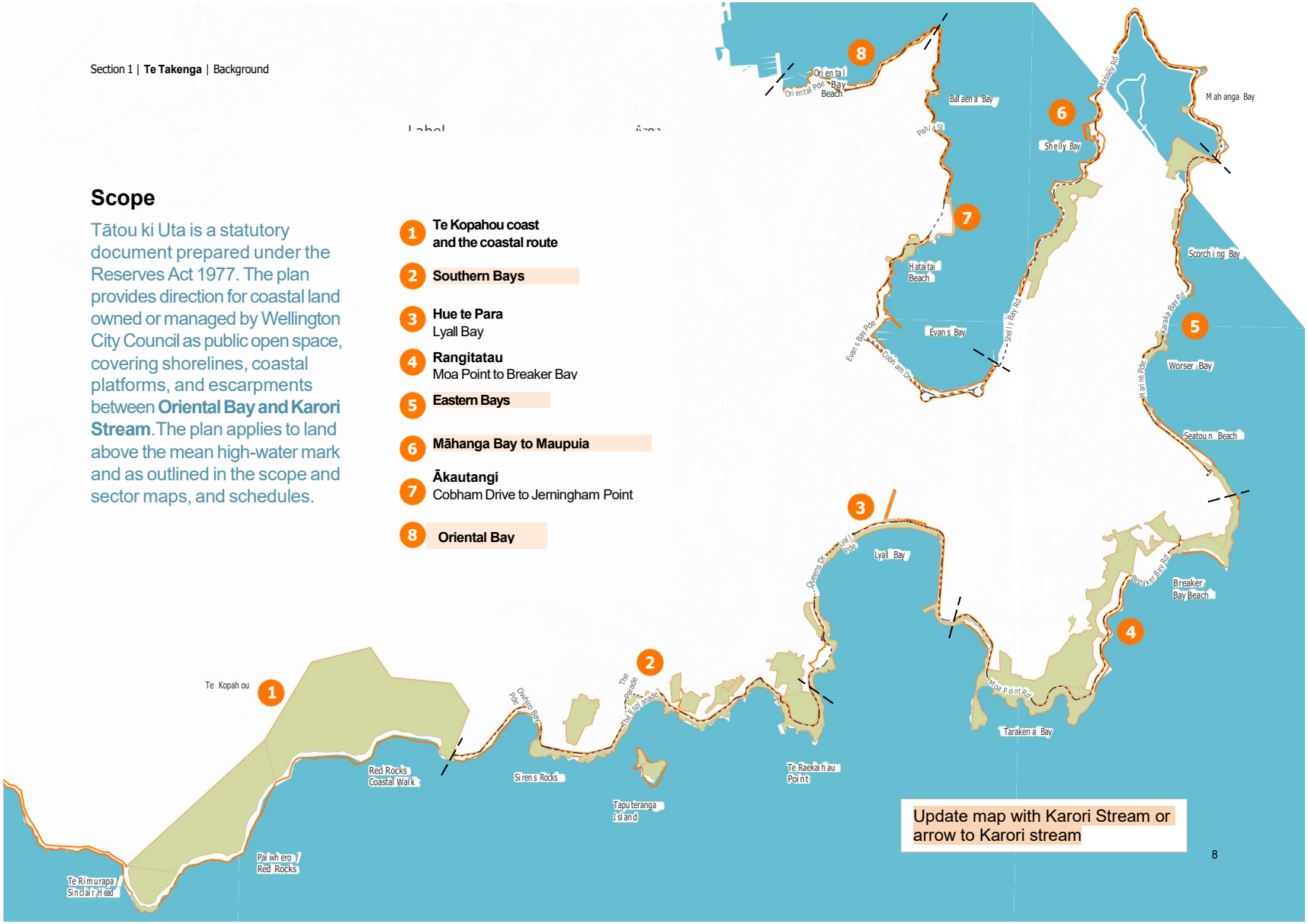
Some actions can be delivered within existing operational and capital budgets, while others will require new funding through the Long-term Plan or Annual Plan processes. Actions are embedded throughout the plan and categorised by funding status at the time of publication:

- **E** **Existing funding:** can be delivered within current budgets.
- **N** **New funding:** requires additional funding approval.
- **E/N** **Some existing funding supports** investigations, but implementation needs new funding.

It is intended this plan span a 10-year period from 2025-2035. However, progress on implementation will be reviewed every three years with mana whenua, timed to inform decisions under the Council's Long-term Plans, and will provide the opportunity to adapt implementation to changing circumstances*.



Footnote: Section 41(4) of the Reserves Act 1977 requires that management plans be kept under continuous review so they can be adapted to changing circumstances.


Section 1 | Te Takenga | Background
Scope
Tātou ki Uta is a statutory document prepared under the Reserves Act 1977. The plan provides direction for coastal land owned or managed by Wellington City Council as public open space, covering shorelines, coastal platforms, and escarpments between Oriental Bay and Karori Stream. The plan applies to land above the mean high-water mark and as outlined in the scope and sector maps, and schedules.
1 Te Kopahou coast and the coastal route
2 Southern Bays
3 Hue te Para Lyall Bay
4 Rangitatau Moa Point to Breaker Bay
5 Eastern Bays
6 Māhanga Bay to Maupuia
7 Ākautangi Cobham Drive to Jerningham Point
8 Oriental Bay
Te Kopahou
Red Rocks Coastal Walk
Pariwhero / Red Rocks
Te Rimurapa / Sinclair Head
Sirens Rocks
Taputeranga Island
Te Raekaihau Point
Lyall Bay
Taraken a Bay
Breaker Bay Beach
Seatoun Beach
Worser Bay
Scorching Bay
Shelly Bay
Mahanga Bay
Evans Bay
Hataitai Beach
Balaena Bay
Oriental Bay Beach
Update map with Karori Stream or arrow to Karori stream
8

The plan primarily applies to reserve land[2]. However, where appropriate, Council will also apply its values and pathways to other council-managed coastal land, including coastal road[3]. Additionally, Taputeranga Island, owned by Ngāti Toa, and Ōruaiti Reserve(4), owned by Taranaki Whānui is included within the plan's scope through a partnership approach.

Once finalised, this plan will replace the South Coast Management Plan (2002). It also incorporates some reserves currently managed under the Suburban Reserves Management Plan (2015) and extends to some reserves and the coastal platform and unformed legal road beyond the Te Kopahou Visitor Centre, which are currently covered by the Outer Green Belt Management Plan (2019).

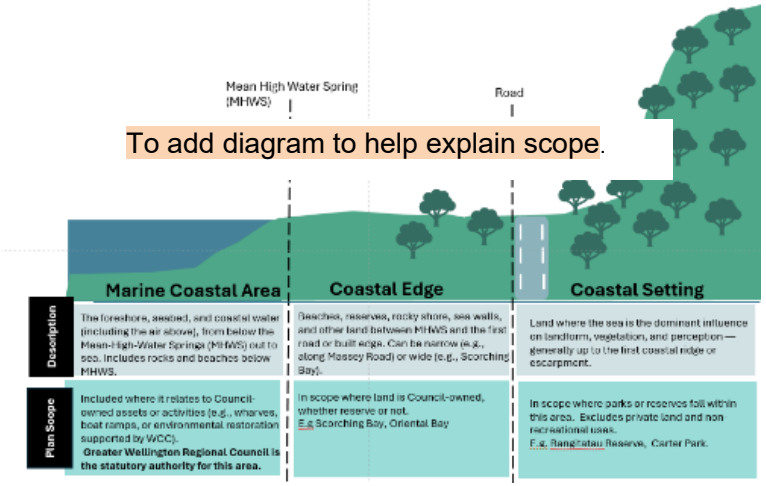
This scope includes:

a. **Natural ecosystems and habitats,** including dunes, beaches, coastal forests, and rocky foreshores, as well as the plants and wildlife they support.
b. **Council-managed recreation amenities and assets** such as play areas, tracks, public toilets, freedom camping areas, off-leash dog areas, leased community buildings on land and in the water, boat ramps, wharves, and swim platforms.
c. **Cultural consideration, values, and aspirations** of mana whenua which are integrated throughout.
d. **Climate adaptation and sea-level rise,** particularly the impacts on coastal reserves and recreation assets. Tātou ki Uta aligns with citywide climate efforts, including Te Atakura – First to Zero, but does not address broader adaptation strategies, transport, or water infrastructure, which are managed through separate planning processes.

This plan does not cover water pipes, wastewater discharges, stormwater systems, transport infrastructure, or road resilience. However, it acknowledges their impacts on coastal public spaces, provides guidance on reducing any negative effects, and recognises the benefits that natural systems on reserve land can play in buffering and protecting coastal infrastructure.



To add diagram to help explain scope.



1 Reserve land refers to land classified under the Reserves Act 1977, which is legally protected for specific purposes such as recreation, conservation, or scenic value.
2 The coastal road land included in this plan primarily refers to the road reserve adjacent to the carriageway, which functions as public space and holds environmental value. It also includes the unformed coastal road beyond Ōwhiro Bay, extending past Te Kopahou and is managed by Council under the Land Transport Act
3 See Section 3 on "Mana whenua–owned land with reserve functions" for further details about the management arrangements for Ōruaiti Reserve.

Strategic and legislative context

This plan fits within a broad framework of statutory, regulatory, and strategic policies. The relationships between this plan and the other documents are shown in the diagram. Key legislation and policy direction are bolded and described below.

The New Zealand Coastal Policy Statement 2010 and the Greater Wellington Natural Resources Plan, both developed under the Resource Management Act 1991, provide statutory direction for the coastal marine area. The Wellington City District Plan sets land-use rules and overlays (including Open Space zones and Significant Natural Area designations) on coastal land, which work in tandem with the Reserves Act by defining what activities are permitted or restricted, while this plan provides the Council's approach as landowner and manager. For coastal roads, relevant provisions of the Land Transport Act 1998 and the Local Government Act 1974 also apply in this plan.

Tākai Here
Partnership agreement with mana whenua

Enabling legislation	Reserves Act, Local Government Act, Land Transport Act, Resource Management Act, Treaty Settlement legislation, Wildlife Act, Heritage New Zealand Pouhere Taonga Act, etc.
City vision	**Pōneke, te wāhi auaha e whitawhita ai ōne tāngata me tōna taiao.** Pōneke, the creative capital where people and nature thrive.
Our commitment	We are committed to Te Tiriti o Waitangi and strong partnerships with mana whenua. Tākai Here and Te Tiriti o Waitangi lay the foundation for everything that the Council does.
Community outcomes	**Cultural** A welcoming, diverse and creative city **Social** A city of healthy and thriving whānau and communities **Economic** An innovative business friendly city **Urban** A liveable and accessible compact city **Environmental** A city restoring and protecting nature
Key influencing strategies	**Te Whai Oranga Pōneke Open Space and Recreation Strategy** (2023) **Our Natural Capital Biodiversity Strategy** (2015) **Te Atakura First to Zero** (Climate action plan, 2019) **Aho Tini 2030** (Arts, Culture and Creativity Strategy, 2021) **Tūpiki Ora Māori Strategy**, 2022 **Our City Tomorrow** (Spatial Plan, 2021) **Strategy for Children & Young People** (2021)
Coastal planning related plans and policies	**Reserve management plans** Tātou ki Uta **Cross council policy and bylaws** eg: Public Places Bylaw, Trading and Events in Public Places Policy, Dog Policy, Community and Recreation Leases Policy, Naming Policy Te Mapihi Maurea **Activity based plans and policies** eg: Local Climate Adaptation Pilot, Play Space Policy, Open Spaces Access Plan, Te Awe Māpara: Community Facilities Plan, District Plan, Accessibility Action Plan, Pōneke Bike Network Plan

Operational and budget allocation through:
Long-term Plan, Annual Plans and Asset Management Plan processes

National and Regional Strategy and Plan
eg: GWRC National Resources Plan, Whatua Plan, **NZ Coastal Policy Statement**

One of the key strategic documents guiding this plan is Te Whai Oranga Pōneke, the *Open Space and Recreation Strategy 2023*. This plan aligns with the strategy's five strategic focuses:



Te Whakahaumanu me te Manawaroa
Regenerating and resilient

Focusing on sustainable management and restoration of coastal spaces;



Kanorau
Diverse

Supporting a wide range of recreational activities to meet community needs;



Whakamāori mai anō
Re-indigenising

Elevating te ao Māori by honouring whakapapa, mahinga kai, and fostering strong partnerships with mana whenua;



Whai Wāhitanga
Inclusive

Making the coastal environment welcoming and more accessible; and



Pāhekohekotanga
Integrated

Focusing on coastal spaces as well-planned, connected, and integrated into the broader city networks.

Tātou ki Uta also advances the objectives of ***Our Natural Capital – Wellington's Indigenous Biodiversity Strategy and Action Plan 2015***, by prioritising the protection of coastal habitats and biodiversity, restoring ecological function and connectivity, and fostering innovation in caring for nature.

By placing nature at the heart of decision making about our coast Wellington will continue to be a leader in urban ecology and deliver on the city's vision:

Pōneke, te wāhi auaha e whitawhita ai ōne tāngata me tōna taiao.
Pōneke the creative capital where people and nature thrive.



Key issues and emerging challenges for coastal reserves

Since the 2002 South Coast Management Plan, Wellington's coastal landscape has evolved, bringing new and intensified management challenges. These issues have been identified through public engagement and research.

Inequitable public access

Use of the coast has evolved, but access remains inequitable – both in who can reach and use coastal spaces and how access is allocated through leases and infrastructure. Barriers include physical accessibility, transport limitations, accessible carparking and financial constraints. Existing lease arrangements and facility investments often prioritise certain activities over others, affecting how different groups can engage with the coast.

Increasing pressure on coastal reserves

Wellington's population has grown 27% (46,000 people) since 2002, increasing demand for public use of coastal spaces. Activities such as surfing, ocean swimming, and other coastal pursuits are placing greater pressure on facilities like boat ramps, public toilets, and transport access. Overcrowding, littering, illegal dumping, and vandalism remain ongoing challenges, affecting natural areas and cultural sites. Higher dog ownership is also adding pressure, particularly around wildlife disturbance.

Loss of natural and cultural landscape

Public appreciation of Wellington's coastline is high, but development pressures have altered its natural and cultural character. Seawalls, roads, and buildings have encroached on natural spaces, reducing ecological, cultural, and visual integrity. There is a shared concern about the loss of wāhi tapu (sites of sacred or historical significance to Māori), disconnection from traditional landscapes, and the impact of overdevelopment on the coast's identity.

Environmental degradation and ecological emergency

Wellington's coastal ecosystems have experienced significant biodiversity loss. The decline in coastal bird populations reflects a broader environmental crisis, as Peter Solomon of Ngāti Toa notes: *"The absence of seabirds is a warning sign of a broader environmental crisis."* Once-abundant species such as tītī (muttonbirds), kororā (little penguins), and tākapu (gannets) now face ongoing challenges, including habitat loss, invasive predators and disturbance by off-leash dogs and 4WD vehicles.

Around 75% of Wellington's threatened plant species are found in coastal environments, where invasive weeds, habitat loss, and land-use changes continue to degrade biodiversity. Coastal pollution, including contaminated land, untreated sewage discharges, stormwater runoff, and marine debris, impact kaimoana such as pāua, kina, and kōura (crayfish). Historical activities like quarrying, farming, and landfills have altered the coastline, leaving behind exposed rock faces and reclaimed coastal areas which are vulnerable to sea-level rise, erosion, sedimentation, and instability.

Sea-level rise and climate change impacts

Relative sea levels in Wellington rose 11cm in the 15 years to 2020, with annual increases of 2–3mm in sea level and 3–4mm of land subsidence. A further 20–30cm rise is projected over the next 25 years, threatening coastal assets, ecosystems, public access, and recreational space[4].

Coastal inundation and erosion are already affecting natural and built environments, with cultural sites and biodiversity particularly vulnerable. Hard infrastructure like seawalls and roads can amplify these effects by preventing natural coastal processes. Rising seas and stronger storms are set to reshape the coast.

4Relative sea level rise in central Wellington from 2005 to 2020 and projection to 2050 from the NZ SeaRise programme https://searise.nz/maps/

Overharvesting of coastal marine species

Since the establishment of the Taputeranga Marine Reserve in 2002, habitat conditions have improved, yet overharvesting of species such as pāua, kōura (crayfish), and shellfish remains a significant concern to many in the community, particularly outside the marine reserve. In some areas of Wellington Harbour and the wider coastline, overharvesting has contributed to ecosystem imbalances such as kina barrens and declining kelp forests. Increased urban access to the coastline has led to illegal and unsustainable harvesting putting pressure on coastal ecosystems and marine life.

Complex coastal management

Coastal management involves multiple groups with overlapping responsibilities, including mana whenua, Wellington City Council, Greater Wellington Regional Council, Department of Conservation (DOC), three waters asset owners/managers, local communities, and environmental organisations. Limited resources, fragmented decision-making, and differing priorities make coordination challenging. While this plan focuses on Council-managed reserves, it operates within a broader system of coastal governance. Improving alignment and collaboration will be an ongoing challenge, as Tātou ki Uta alone cannot fully achieve integrated coastal management



Role and responsibilities in Coastal Management

Coastal management is a shared responsibility, with multiple groups contributing to ecosystem restoration, infrastructure management, and emergency response.

Taranaki Whānui ki Te Upoko o te Ika / Port Nicholson Block Settlement

Taranaki Whānui is a collection of iwi with ancestral ties to Te Whanganui a Tara, including Te Āti Awa, Ngāti Tama, Taranaki, Ngāti Ruanui, and Ngāti Mutunga. Their post-settlement governance entity is the Port Nicholson Block Settlement Trust (PNBST), established in 2008 following the Port Nicholson Block Settlement Act 2009. This Act returned land at Ōruaiti (Point Dorset), provided statutory acknowledgements across Wellington's coastline, and formally recognised the enduring connection of Taranaki Whānui iwi to these areas.

For the purposes of this plan, Taranaki Whānui is represented by PNBST and Te Ātiawa ki Te Upoko o Te Ika a Māui Pōtiki Trust, which represent Te Āti Awa interests in fisheries, coastal, and marine matters.

Taranaki Whānui are mana whenua with kāinga, pā, māra kai (cultivation sites), urupā (burial grounds), and other sites of enduring cultural and historical significance throughout the coastal landscape of Te Whanganui a Tara: *"our fires of occupation still burn from the mountains to the sea – ki uta ki tai kia tiakina e mātou i tō tātou taiao."*

Their ongoing role as kaitiaki (guardianship) is underpinned by the ancestral presence of tūpuna, and a responsibility to uphold the legacy of those who came before: *"Our job as kaitiaki is to remember those that were here before, and to forge a path forward today for descendants of Taranaki Whānui."*

Taranaki Whānui aspirations for the coast are woven throughout this plan.

Ngāti Toa Rangatira

Ngāti Toa Rangatira established their mana whenua in the Raukawakawa Moana region through Take Raupatu and Ringa Kaha in the 1820s. The Wellington City area is an intrinsic and integral component of the Raukawakawa Moana maritime domain of Ngāti Toa Rangatira. The rights and interests of Ngāti Toa Rangatira was acknowledged by the symbolic gifting of the mere pounamu (greenstone club) Tawhito Whenua to Ngāti Toa Rangatira chief Te Rangihaeata by the previous inhabitants at Taputeranga in Island Bay. Our moemoeā is that the natural environments of te rohe o Ngāti Toa Rangatira are kept or returned to health and we continue to act as kaitiaki and leaders for our taiao and its protection for future generations.

The treaty settlement between Ngāti Toa and the Crown formally acknowledges these rights, including redress for landmarks such as Taputeranga Island.

Ngāti Toa aspirations for the coast are woven throughout this plan, reflecting their commitment to protecting taonga and honouring ancestral responsibilities.

Wellington City Council (WCC) manages public coastal land above the mean high-water mark, including reserves, roads, and recreational facilities. The Council regulates activities through bylaws (eg the Animal Bylaw), manages leases and licences, and oversees emergency management and climate adaptation planning. While WCC regulates consenting processes above the high-water mark, it does not regulate coastal development consents below the mean high-water mark, which fall under Greater Wellington Regional Council regulatory framework.

Department of Conservation (DOC) manages biodiversity protection, enforces the Wildlife Act 1953, and safeguards freshwater habitats. They also administer Taputeranga Marine Reserve and issue permits for wildlife-impacting activities in coastal reserves, such as penguin and seal conservation.

The owners and managers of three waters infrastructure play a role in stormwater, wastewater, flood management and three waters maintenance along coastal areas.

Emergency Services manage fire risk and emergency response in coastal areas, including issuing fire permits, responding to wildfires, and addressing public safety incidents. The Police enforce coastal regulations, maintain order, and respond to emergencies within public coastal areas.

Ministry for Primary Industries (MPI) regulates fisheries and marine ecosystems, enforces fishing quotas, and oversees biosecurity measures to protect marine life and prevent harmful activities.

Greater Wellington Regional Council (GWRC) oversees coastal hazard management, water quality, environmental monitoring, Key Native Ecosystems protection, and maritime safety. GWRC regulates land and water below the mean high-water mark and manages public transport access to coastal areas.

Heritage New Zealand Pouhere Taonga protects historic coastal sites and supports conservation efforts to preserve cultural and heritage values along Wellington's coastline.

Local community groups contribute to coastal restoration, predator control, biodiversity monitoring, and environmental education. They facilitate recreational activities, advocate for public access, and promote environmental stewardship to support healthy, vibrant, and well-managed coastal environments.

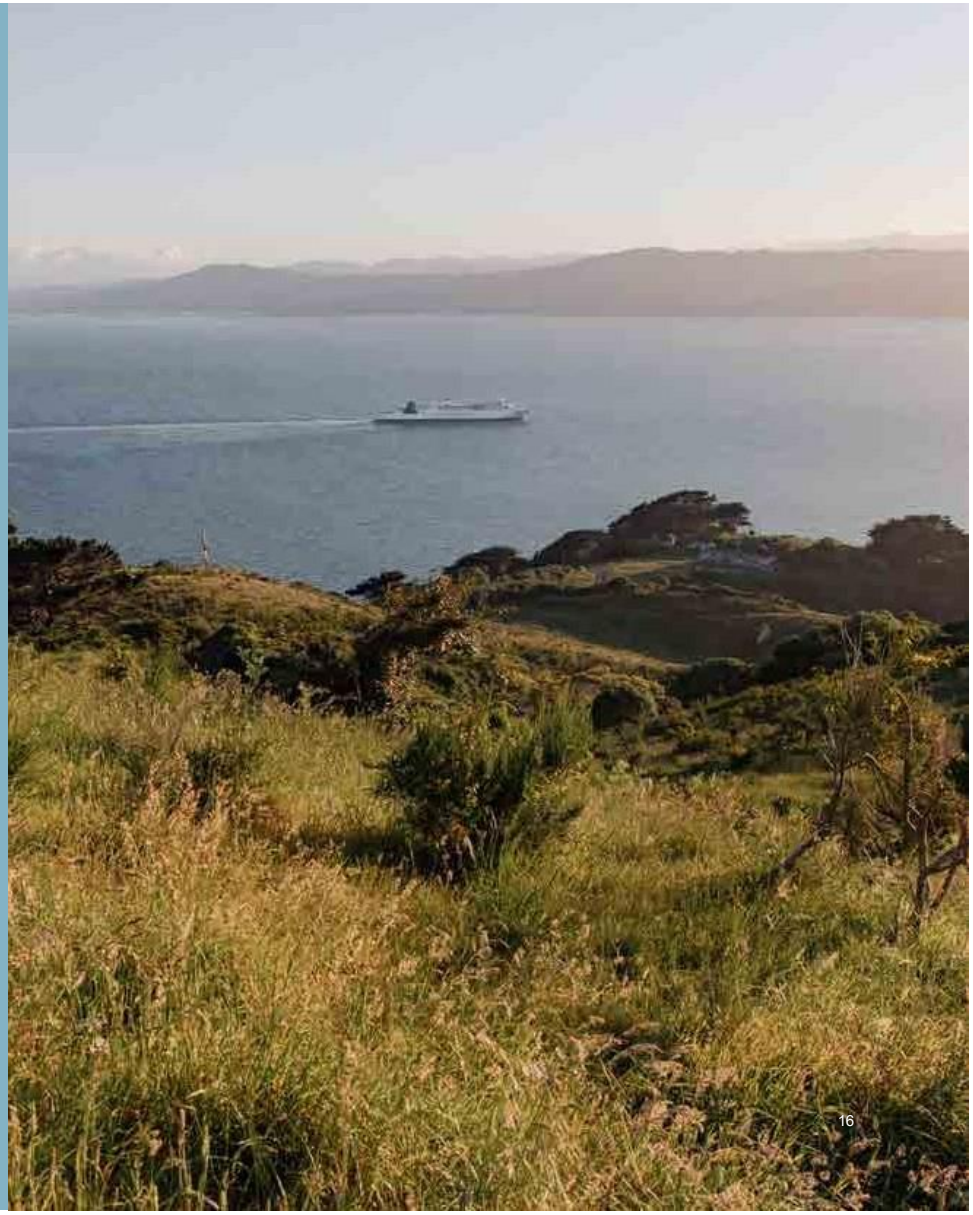
Private landowners and developers influence coastal management through development and land-use decisions affecting public access, ecosystems, and reserve health. Private landowners, including farmers and foreign investors, can play a role in protecting coastal habitats.

2

Ngā Uara me Ngā Ara

Values and pathways

The values in this section reflect what matters most to Wellington's communities in managing coastal reserves. They have been shaped in partnership with mana whenua and public input, including community engagement in 2024 to ensure a shared foundation for coastal stewardship. These values guide Tātou ki Uta and the Council's approach to caring for these spaces. Each value is paired with pathways that outline the steps needed to bring them to life.



Values



Mana whenua
Active partnership with mana whenua

Wellington's coast holds deep significance for mana whenua, who have enduring responsibilities as kaitiaki. Wellington City Council works alongside mana whenua to uphold their role in coastal management., ensuring mātauranga, tikanga, and aspirations are reflected in decision-making, restoration, and care for these spaces.



Whai wāhi
Access to the coast for recreation and enjoyment

Wellington's coast is a space of joy and relaxation, offering a variety of recreational activities, from surfing and swimming to walking, or simply enjoying the views with whānau and friends. The coast's natural beauty is highly valued, providing opportunities that enhance wellbeing and allow people to connect with nature.



Hononga Taiao
Enduring connection to the landscape

Wellington's coastal landscapes are rich in cultural, historical, and spiritual significance. There is a deep connection between people and the coast rooted in its past, present, and future. This value emphasises protecting the coast's mauri (life force), ensuring its sacred qualities are respected and preserved for future generations by maintaining the bond between the land, sea, and its people.



Tiaki Taiao
Protection and restoration of coastal ecosystems

Wellington's coastal ecosystems are taonga, essential to the health of both the environment and the community. These areas nurture diverse species and are vital to the mauri (life force) of the natural world. Protecting and enhancing biodiversity and respecting natural processes is crucial for protecting ecosystems to thrive for future generations.



Taiao Tuatahi
Nature first approach to resilience

Wellington's coast is shaped and continuously impacted by the powerful natural forces of waves, storms, and seismic activities. Climate change and sea-level-rise will exacerbate the rate of change associated with natural hazards. True resilience comes from working with, not against, these forces. By understanding, respecting, and adapting to these forces, we can enhance the coast's ability to recover from disruptions and ensure a healthy, thriving community in harmony with nature.



Value 1
Mana whenua
Active partnership with mana whenua



Contents

Taranaki Whānui and Ngāti Toa are kaitiaki (guardians) of Wellington's coastline, with enduring responsibilities to protect and restore these places for future generations.

Te Tiriti o Waitangi affirms the role of mana whenua as partners in decision-making and prioritises their active involvement in ecological restoration, protecting cultural landscapes and supporting access for customary practices.

Like the paddles of a waka working in unison, we will work together to uphold kaitiakitanga across our coastal reserves.

This commitment to active partnership is supported through three key pathways:

Pathway 1.1
Strengthening mana whenua presence and leadership on the coast

Pathway 1.2
Recognising treaty settlements in coastal management

Pathway 1.3
Restoring traditional Māori place names and strengthen te reo Māori





Pathway 1.1

Strengthening mana whenua presence and leadership on the coast

Why this matters

Active partnership is built on mutual respect and upholding mana – recognising the enduring responsibilities of mana whenua as kaitiaki and ensuring their voices, aspirations, and tikanga help guide the future of the coast. As Kuia Miriama Evans[1] reminds us, *"We're not going to be able to do this alone. Ka tū kotahi ai – we need to learn to stand and work together."*

Mana whenua hold intergenerational connection to these places, and their knowledge and practices provide valuable insight into sustainable coastal management. By embedding their leadership in decision- making and restoration efforts, we strengthen their presence on the whenua and reaffirm their role in guiding the future of these spaces.

Management policy

a. **Explore opportunities for mana whenua to lead**, partner, and collaborate in coastal planning, development, and restoration efforts.

b. **Support the direct involvement of mana whenua** in coastal management through governance roles, ranger positions, and contracting opportunities that enable a visible, ongoing presence in caring for coastal reserves.

c. **Recognise and embed mātauranga** in management practices, working to support cultural frameworks to help shape ecological restoration and land care.

d. **Support mana whenua-led coastal projects**, including, restoration, cultural projects, biodiversity protection, cultural monitoring, habitat restoration, and customary resource management.

e. **Commit to ongoing reflection with mana whenua on how we work together**, to ensure the approach stays effective, enduring, and aligned with shared goals.

Pathway 1.2

Recognising treaty settlements in coastal management

Why this matters

Treaty settlements affirm the enduring relationship of mana whenua with the coast, recognising their rights and responsibilities in coastal management. These settlements necessitate management approaches that integrate iwi values, ecological restoration, and customary practices.

The **Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Settlement Act 2009** recognises the cultural and historical connections of Taranaki Whānui to the coast, and transferred Ōruaiti (Point Dorset) into iwi ownership, with the Council having administrative responsibility for the reserve.

Under the **Ngāti Toa Rangatira Settlement Act 2014**, Taputeranga Island was returned to Ngāti Toa, with the Council retaining administrative responsibility. Statutory acknowledgements also recognise the connection Ngāti Toa Rangatira and Taranaki Whānui have to the wider Te Moana o Raukawakawa area including takahaere (Thoms Rock) Pariwhero (Red Rocks and Te Whānganui a Tara.

Management policy

a. **Recognise and support the management of Treaty settlement sites by aligning their management with mana whenua-led frameworks** and support co-management and partnership models where appropriate.

b. **Ensure that statutory acknowledgement areas are managed in a way that respect their culture and environmental significance and recognises mana whenua interest.** This includes actively involving mana whenua in decision-making, prioritising ecological restoration, protecting cultural landscapes, and supporting access for customary practices.

c. **While statutory acknowledgements do not confer ownership or management rights under the Act,** they are expressions of enduring mana and connection, and we will integrate them respectfully into management decisions where appropriate.

[1] From the Cultural Values Assessment, Taranaki Whānui.

Pathway 1.3

Restoring traditional Māori place names and strengthen te reo Māori

Why this matters

Reindigenising Māori place names acknowledges the cultural significance and historical presence of mana whenua in Wellington. As mana whenua explain, *"Our tūpuna gave names to the land and sea that reflect our history, our use of the land, and our whakapapa. These names are part of our identity and how we connect to the taiao. Restoring these names are who we are and where we come from."* Strengthening te reo Māori in coastal spaces reinforces its status as a living language, deepening cultural connections and awareness for all.

Management policy

a. Collaborate with mana whenua to **restore Māori place names and to name unnamed** coastal locations where appropriate.

b. Integrate **te reo Māori and tikanga Māori** into coastal signage, interpretation, and communications to deepen cultural connections.

Actions

Active partnership with mana whenua

#	Actions	Funding status[5]	Time frame
1	Initiate and develop a mana whenua ranger programme in direct collaboration with mana whenua.	N	Short
2	Lead joint wānanga and stewardship days with mana whenua, integrating knowledge-sharing, planting, and restoration activities.	E	Short
3	Implement and initiate te reo Māori name changes for coastal reserves in partnership with mana whenua.	E	Short
4	Collaborate with mana whenua to review and enhance signage across coastal reserves, ensuring cultural narratives and place names are accurately and visibly represented.	N	Medium

4 Funding status key

		Time frame key
E	Existing funding covers delivery	Short (0–4 years)
N	Needs new funding, subject to approval	Medium (5–7 years)
E/N	Review covered by existing funds; implementation may need new funding	Long (8+ years)



Contents



Value 2
Whai wāhi
Access to the coast for recreation and enjoyment



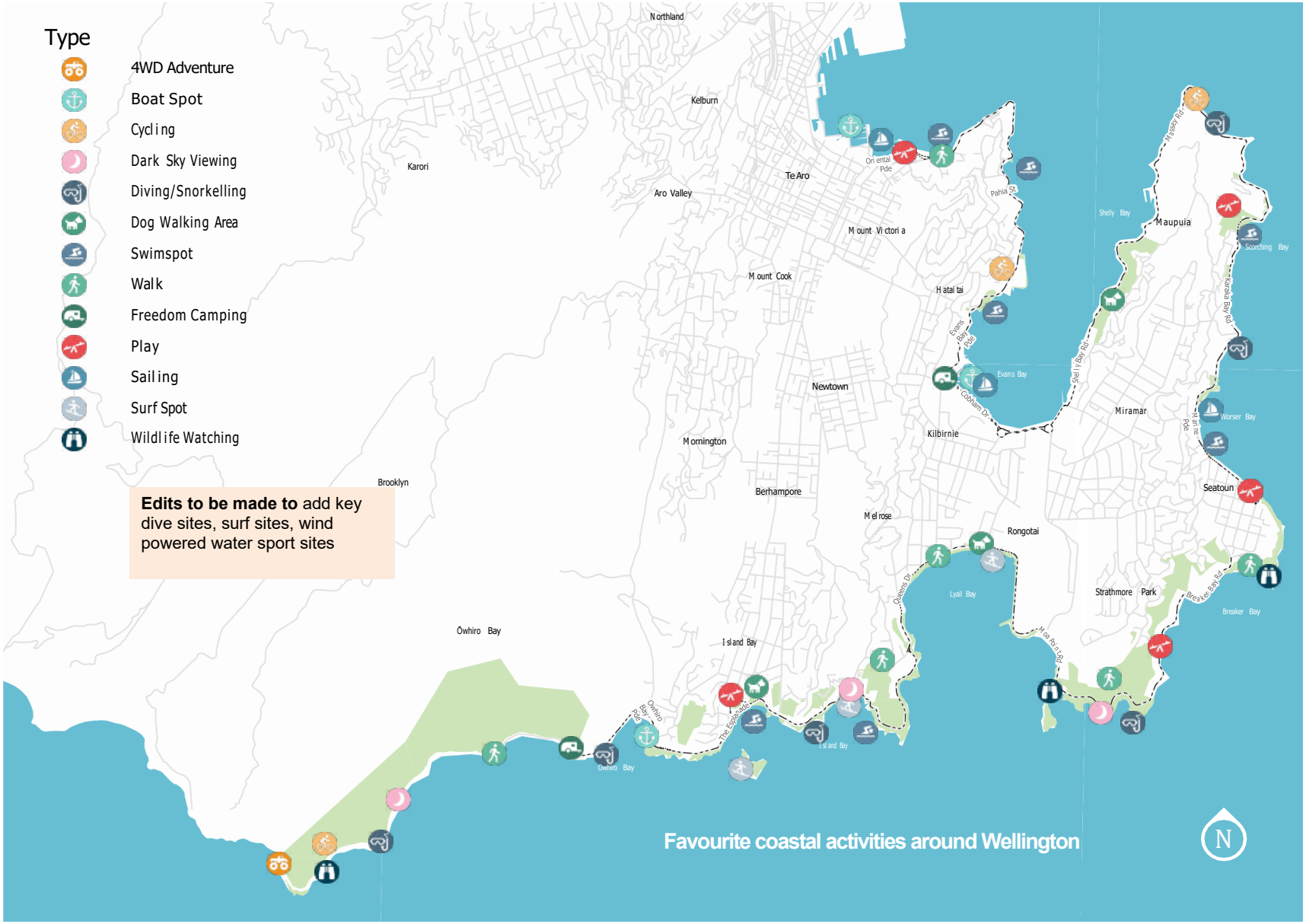
Wellington's coast provides diverse opportunities for joy, recreation, and connection with nature.

Through public engagement, people told us the coast is where they come to swim, surf, kayak, fish, walk, and gather with whānau and friends, and that these activities enhance their wellbeing. Research shows that access to blue spaces – coastal and marine environments – can reduce stress, improve mental wellbeing, and support physical health, offering both active and restorative recreation.

The coast supports a wide range of recreation. To support these experiences, Council provides essential recreation amenities, including walkways,accessible carparks, boat ramps, wharves, public toilets, play area, and off-leash dog areas.

This value will be supported though seven pathways:

- Pathway 2.1 **Strategic placement and provision of coastal amenities**
- Pathway 2.2 **Connected coastal paths and tracks**
- Pathway 2.3 **Support water access and recreation**
- Pathway 2.4 **Enhancing coastal accessibility and equity**
- Pathway 2.5 **Manage coastal leases and commercial use for public benefit**
- Pathway 2.6 **Providing for freedom camping that respects the coastal environment**
- Pathway 2.7 **Protecting wildlife by strictly managing dogs on the coast**


Type
4WD Adventure
Boat Spot
Cycling
Dark Sky Viewing
Diving/Snorkelling
Dog Walking Area
Swimspot
Walk
Freedom Camping
Play
Sailing
Surf Spot
Wildlife Watching
Edits to be made to add key dive sites, surf sites, wind powered water sport sites
Northland
Kelburn
Karori
Te Aro
Aro Valley
Mount Victoria
Mount Cook
Hataitai
Newtown
Mornington
Brooklyn
Berhampore
Melrose
Kilbirnie
Miramar
Maupuia
Seatoun
Rongotai
Strathmore Park
Lyall Bay
Island Bay
Owhiro Bay
Evans Bay
Worser Bay
Breaker Bay
Scorching Bay
Shelly Bay
Oriental Pde
Pahia St
Evans Bay Pde
Cobham Dr
Shelly Bay Rd
Moseley Rd
Kilbirnie Pde
Queens Dr
Breaker Bay Rd
Moa Point Rd
The Esplanade
Owhiro Bay Pde
Favourite coastal activities around Wellington
N

How Wellingtonians recreate on the coast

Percentage of residents engaging in coastal activities at least once a month in warmer months.[6]

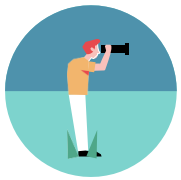
47% Swimming



22% Cycling



44% Wildlife watching



6% Boating under power or sail



8% Fishing



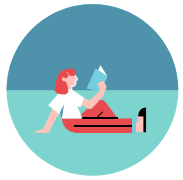
14% Surfing and board sports



32% Playing and kids activities



73% Relaxing and picnicking



75% Walking or running



8% Kayaking and paddleboarding



9% Snorkelling and diving



22% Dog walking



5 Statistics come from a random online Survey of Wellington Residents completed June 2024.

Pathway 2.1
Strategic placement of coastal amenities

Why this matters

Providing well-placed, well- maintained and grouped amenities in key coastal locations supports recreation, enhances visitor experiences, and protects natural environments. Amenities such as toilets, accessible parking, seating, and changing facilities make the coast welcoming for everyone, including families, older adults, and people with impairments. Grouping these amenities together reduces travel distances, improves wayfinding, and enables people—especially those with mobility challenges—to move between facilities more easily and enjoy longer, more independent visits. However, these amenities require ongoing funding and can impact ecosystems and the coastal character. Strategic placement ensures investment is focused on high- use areas, while minimising unnecessary structures in more natural locations. This pathway balances public benefit, environmental protection, and efficient resource use, so that the coast remains welcoming, functional, and adaptable to changing needs.

Management policy

a. **Primary coastal areas** (high-use coastal areas)[7] will provide a comprehensive range of grouped amenities, while other coastal areas will have lower levels of amenities to preserve their natural character.

b. **Amenities provided** and managed across coastal reserves include:

i. **Public toilets**[8] will continue to be provided at appropriate locations to support recreation, public health, and visitor comfort, with a focus on keeping coastal toilets at high-use areas open year-round to support beach use and visitor needs.

i. **Changing rooms**, and outdoor showers,-provided and maintained at high use coastal areas to support beach use and water-based activities, such as swimming and surfing.

j. **Seating and picnic areas** – Managed across coastal reserves to support both rest and social interaction, ensuring placement considers visitor demand, natural shade, landscape, and environmental impact.

k. **Shade** – Primarily provided through natural solutions, such as tree planting, with minimal reliance on built structures.

l. **Play areas** – Included at or near primary coastal areas, complementing nature play opportunities[9]. Where appropriate, integrate taonga tākaro (traditional Māori games), māra hūpara (traditional natural play spaces).

m. **Parking** – Formalised parking at high-use locations, including accessible carparks. Measures such as bollards, kerbing, and fencing will be used to protect natural landscapes.

n. **Inclusive and accessible amenities** – Prioritised at high-use coastal destinations to accommodate diverse community needs, including visitors with disabilities, families, and older adults. (see pathway 2.4).

6 Primary coastal areas are high-use coastal areas that attract visitors from across the city. They require investment in recreational infrastructure to support activities such as swimming, beach play, and marine recreation. They are further defined in the Open Space Provision Categories but include Island Bay Beach, Oriental Bay Beach, Lyall Bay Beach, Princess Bay Beach, Seatoun Beach, Scorching Bay Beach, Worser Bay Beach, and Hataitai Beach.
7 Te Awe Māpara includes information for general provision of Public Toilets across the city.
8 Almost all coastal reserve areas are available for nature play activities.

Pathway 2.2
Connected coastal paths and track

Why this matters

Walking and running are the most popular ways residents enjoy Wellington's coast, with 75% of people walking at least once a month during warmer months and 68% during colder months. Cycling is also growing in popularity, with 22% of people cycling along the coast at least monthly in warmer months. People using wheelchairs or other mobility aids also access and enjoy the coast along our paths and tracks.

Wellington's coastal reserves feature an extensive 28.6kms of track network, including major routes like the Eastern Walkway, the end of the Southern Walkway, and the track to Pariwhero (Red Rocks), alongside smaller tracks in Te Raekaihau Point, Carter Park, and Ōku Street Reserve. The Moa Point coastal walkway also links to the Wahine Memorial Reserve. While well-used and valued, feedback highlights the need for better connections, improved wayfinding, and addressing maintenance and user tensions in some areas.

Wellington's Te Aranui o Pōneke (Great Harbour Way) is a long-standing vision for a continuous 67km coastal pathway encircling Te Whanganui a Tara and continuing to Pariwhero(Red Rocks). Once realised, it will provide a route linking wild coastlines, sandy beaches, and urban spaces while offering a unique opportunity to engage with the harbour's edge.

Complementing this vision is Paneke Pōneke, the city's bike network plan, which envisions a fully connected cycleway along the coastline. Progress has been made in key areas such as Ngauranga, but significant gaps remain in pedestrian and cycle networks.

Management policy

a. Align planning for coastal paths and cycling routes with **Te Aranui o Pōneke and Paneke Pōneke**, prioritising connections that close gaps in the network.

b. **Maintain and enhance off-road coastal tracks** to provide diverse recreation opportunities for a range of abilities and interests and preserve the rugged and natural character of the coastline.

c. **Integrate wayfinding features and maps** into the design and management of coastal paths and cycling routes to improve navigation and enhance user experience.

d. **Support improvements in public transport** delivered by Greater Wellington Regional Council to enhance access to coastal areas, ensuring equitable and sustainable transport options.

e. **Prioritise widening pedestrian paths to at least 1.5m** along the coast, where practical, as part of ongoing roadway or seawall upgrades, to enhance safety, accessibility, and recreational use.

Pathway 2.3
Supporting water recreation and access

Why this matters

Wellington's coast is a hub for ocean swimming, boating, diving, and fishing, offering recreation and social connection. A public survey shows that nearly half (47%) of Wellingtonians swim at least monthly in warmer months, while 14% engage in surfing, 9% in snorkelling or diving, 8% in fishing, and 6% in boating under power or sail. Amenities such as swim rafts, boat ramps, wharves, and marinas support these activities, but public feedback highlights concern around safety, usability, and growing demand. At the same time, rising sea levels and climate change will impact these assets, requiring ongoing management, adaptation, and investment to keep them safe and usable.

The following section outlines the key coastal facilities that support these activities.



Boat ramps

Boat ramps enable motor boating, sailing, kayaking, and small craft launches. The Council provides a variety of boat ramps, which cater to various needs and conditions:

- **Dorrie Leslie** (Lyall Bay)
- **Evans Bay Public Boat Ramp** – Well-used, with associated trailer parking
- **Cog Park Boat Ramp** (exclusive use)
- **Seatoun Beach**
- **Tarakena Bay** - Maintained by Wellington International Airport for emergency use
- **Island Bay** – Launching access for small crafts
- **Ōwhiro Bay**
- **Worser Bay** – Managed by Worser Bay Yacht Club (exclusive use)



Wharves and Jetties

Wharves and jetties provide access for fishing, diving, and social gatherings, while also serving as launch points for boats and popular spots for jumping into the water. These structures are heritage assets and serve as perches for seabirds, contributing to both recreation and ecology. Public wharves include:

- **Karaka Bay Wharf**
- **Seatoun Wharf**
- **Flying Boat Jetty**
- **Evans Bay Yacht Club Jetties** (including a ramp that provides access for people with mobility impairments)
- **Greta Point Wharf** (under review for possible removal)



Swim rafts

Swim rafts provide safe and enjoyable swimming and diving experiences. They serve as focal points for water-based recreation. Current swim rafts are located at:

- **Island Bay**
- **Oriental Bay (Freyberg Beach)**



Marinas

Marinas provide essential berthing for recreational boating and small-scale commercial use, supporting Wellington's vibrant maritime culture. Within the scope of this plan are:

- **Evans Bay Marina**
- **Clyde Quay Boat Harbour**

Management policy

a. **Promote shared use of water-based amenities** to support multiple uses of recreation amenities for boaters, swimmers, divers, fishers, and other recreational users.

b. **Regularly inspect, maintain, and repair water-based amenities** to ensure they remain safe, functional, and available for public use.

c. **Plan for sea-level rise and storm resilience** in water-based asset renewal, maintenance, and upgrade works.

d. **Remove or repurpose redundant, unsafe, or obsolete water access** structures to reduce maintenance costs and safety risks while respecting environmental and heritage values.

e. **Support improvements in public information on water quality and safety** as delivered by Land Air Water Aotearoa (LAWA), Greater Wellington Regional Council, and the three waters asset owners/managers to enhance swimmer safety awareness.

f. **Provide boat ramps** for safe and sheltered access to the harbour and coastal waters, supporting both formal and informal recreational boating and fishing activities. The focus is on maintaining the existing network of boat ramps.This includes:

   i. A network of boat ramps essential for public safety, free access, and marine rescue operations.

   ii. Collaboration with Greater Wellington Regional Council to manage biosecurity risks at and around boat ramps.

   iii. Adequate trailer parking facilities to support boating activities.

   iv. Timely clearance of debris from ramps after storms to maintain accessibility and safety.

g. **Provide and maintain swim rafts** as safe focal points for ocean swimming, including:

   i. Seasonal maintenance and removal between June and August when swimming activity is lowest.

   ii. Enabling community-led initiatives to fund additional swim rafts in high-demand locations such as Hataitai Beach or Scorching Bay, while ensuring maintenance remains manageable.

h. **Provide and maintain wharves and jetties** as shared recreational use by:

   i. Maintaining them as multi-use spaces for recreation and fishing.

   ii. Enhancing usability with seating, lighting, and life ring holders where appropriate.

   iii. Recognising their heritage values.

   iv. Restrict commercial use to prioritise public recreation and keep wharves and jetties available for activities like fishing and diving.

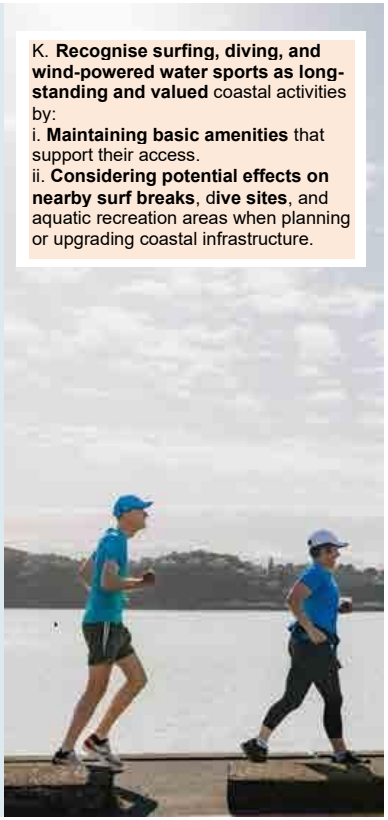
i. **Manage marinas and boat harbours** sustainably by:

   i. Balancing recreational, community, and appropriate commercial use to ensure equitable access and long-term viability.

   ii. Collaborating with Greater Wellington Regional Council to actively manage biosecurity risks to protect the coastal environment.

j. **Provide fishing amenities like bait boards, bins, and rod holders** at popular and appropriate fishing sites.

K. **Recognise surfing, diving, and wind-powered water sports as long-standing and valued** coastal activities by:
i. **Maintaining basic amenities** that support their access.
ii. **Considering potential effects on nearby surf breaks**, d**ive sites**, and aquatic recreation areas when planning or upgrading coastal infrastructure.



Pathway 2.4
Enhancing coastal accessibility and equity

Why this matters

Wellington's coast should be inclusive, welcoming, and reflective of the city's diversity. However, many coastal spaces remain physically inaccessible to many, including people with access needs, older adults, and others due to a range of barriers. Barriers include uneven paths, steep access points, lack of beach matting or ramps, inadequate seating, and limited accessible amenities or inequitable allocation of funding or facilities.

We have ramps and beach wheelchairs available in some places at some times, but the majority of our coastline remains inaccessible for people with physical impairments. We heard from our disabled community that they want to enjoy the same simple experiences many able-bodied people take for granted—sharing fish and chips with whānau on the beach or feeling the water on their feet. While it may not be possible to make every site fully accessible due to natural ecological constraints, or to make every facility suitable for all groups, we should do more.

Management policy

a. **Work with accessibility advocacy groups and people with lived experience of access barriers** to identify and address access barriers in coastal reserves to support inclusive coastal experiences.

b. **Support the provision of assistive equipment at key locations**, such as beach wheelchairs and accessible matting.

c. **Incorporate accessibility considerations** into coastal projects.

d. **Apply an equity lens to coastal recreation planning and investment** by ensuring that project prioritisation considers barriers to participation and benefits to groups with limited access to the coast.

e. **Support Māori-led recreation and cultural practices** – such as waka ama – and enable them through collaboration with mana whenua.

f. **Ensure decisions are not based solely on the loudest voices**, but reflect diverse needs, values, and aspirations.

Pathway 2.5
Managing coastal leases and commercial use for public benefit

Why this matters

Leased coastal spaces, such as surf clubs, boat clubs, and marine education centres, provide essential facilities for recreation and community connection. Commercial activities, including food vendors, guided tours, and recreational services, can enhance public enjoyment but must be carefully managed to ensure they align with coastal values. The Reserves Act 1977, Te Awe Māpara – Community Facilities Plan, and the Trading and Events in Public Places Policy guide how leases and commercial activities are managed to ensure fair access, environmental protection, and alignment with the purpose of public spaces.

Management policy

a. **Manage community leases in alignment with Te Awe Māpara and the Leases Policy for Community and Recreation Groups**, ensuring all recreation facilities have clear lease agreements under the Reserves Act 1977, with defined responsibilities.

b. **Prioritise leasing for community groups on the coast that directly support coastal use**, ensuring alignment with Te Awe Māpara.

c. **Encourage shared and multi-use arrangements** for community facilities to maximise community benefit and efficient resource use.

d. **Manage commercial use on coastal reserves in accordance** with the Trading and Events in Public Places Policy and the Reserves Act 1977, ensuring any enabled commercial activity enhances public enjoyment without compromising environmental, recreational, or cultural coastal values.

Pathway 2.6

Providing for freedom camping that respects the coastal environment

Why this matters

Freedom camping allows visitors to experience Wellington's coastal environment while supporting tourism. However, it must be managed to prevent environmental harm, antisocial behaviour, and conflicts with other coastal users. The Public Places Bylaw 2022 regulates where freedom camping is permitted, restricted, or prohibited, ensuring a balance between recreation and environmental protection.

Management policy

a. **Manage freedom camping in alignment** with the Public Places Bylaw 2022.

b. **Provide designated freedom camping sites** with appropriate amenities, including existing sites at Evans Bay Marina and Te Kopahou Reserve Visitor Centre.

c. **Assess the need for additional designated sites** if demand increases, ensuring environmental and community values are maintained.

d. **Provide clear information to guide freedom campers** on which areas are permitted or prohibited for freedom camping.



Pathway 2.7

Protecting wildlife by strictly managing dogs on the coast

Why this matters

Wellington's coast is home to precious wildlife which are at risk from off-leash dogs. Without strong protection, these species face local extinction. A recent survey found that 22% of Wellingtonians visit the coast with their dog at least once a month in warmer months, highlighting how important these areas are for recreation. But dog recreation cannot come at the expense of vulnerable species. In some places, dogs must be kept on-lead, and in the very sensitive habitats, dogs may need to be excluded altogether. Signs and education can be useful, alongside, strong rules, active patrols, and penalties that are essential to protect coastal wildlife. The Dog Policy 2024 provides the baseline rules for leash areas, off-leash zones, and wildlife protections. Our coastal areas will require strong measures to safeguard wildlife..

Management policy

a. **Manage coastal dog recreation in alignment with the Dog Policy** to ensure clear and consistent rules around leash areas, off-leash exercise zones, and wildlife protection.

b. **Provide clear and consistent signage in coastal areas** to help dog owners understand where off-leash exercise is permitted and highlight areas where wildlife protection measures apply.

c. **Prioritise wildlife-sensitive areas for stronger protections** by considering further restrictions in key habitats that may serve as better wildlife refuges. Ensure these areas are a priority for dog control enforcement and, align future protections with Dog Policy updates.

d. **Support responsible dog ownership through a combination of education**, clear communication, and enforcement, ensuring recreation is balanced with environmental protection.

Actions

Access to the coast for recreation and enjoyment

#	Actions	Funding status	Time frame
1	Assess and identify areas of Wellington's coast where freedom camping should be prohibited or permitted, and update Schedule 1 of the Public Places Bylaw (13.1) accordingly.	E	Short
2	Work with the disability community to explore improvements to beach access, such as beach mats, accessible pathways, and the availability of beach wheelchairs.	E/N	Short
3.	Review the adequacy of accessible parking at primary coastal destinations and consider increasing provision where needed.	E	Short
4.	Explore opportunities to introduce taonga tākaro (māori games) and māra hūpara (traditional nature play areas) along the coast.	E	Medium

Funding status key

E Existing funding covers delivery
N Needs new funding, subject to approval
E/N Review covered by existing funds; implementation may need new funding

Time frame key

Short (0–4 years)
Medium (5–7 years)
Long (8+ years)



Contents

Value 3
Hononga Taiao
Enduring connection to the landscape



Wellington's coastal landscapes hold deep cultural, historical, and spiritual significance, shaped by geological forces and 700 years of human settlement.

Situated at the meeting place of Te Moana o Raukawakawa and Te Whanganui a Tara, this coastline tells a story of transformation, where land, sea, and people have been intertwined for generations. Taranaki Whānui refer to this enduring relationship as ahi kā roa – the long-burning fires of occupation and connection. Sharp ridges, rugged outcrops, and shifting shorelines define its raw beauty, from storm-battered cliffs to tranquil bays – a living expression of culture, heritage, and identity.

While seawalls, roads, and reclamation have altered parts of the coast, its wild essence endures.

This value is supported through three key pathways:

Pathway 3.1
Protect the coastal character through careful design

Pathway 3.2
Enrich coastal experiences through storytelling

Pathway 3.3
Recognise and honour coastal cultural heritage

Pathway 3.1
Protect the coastal character through careful design

Why this matters

Wellington's coast is a place of reflection and connection, where built structures should complement rather than dominate the natural landscape. Public feedback has raised concerns about inconsistent design, visual clutter, and infrastructure that detracts from the coastal experience. Designing with sensitivity ensures that structures support public access, safety, and resilience while respecting the coastal landscape.[10]

Management policy

a. **Limit new structures on the seaward side of the road**, only allowing essential infrastructure that cannot be located elsewhere.

b. **Ensure structures integrate with the coastal environment** by using natural landforms, vegetation, and durable, low-impact materials suited to coastal conditions. Design should be informed by coastal processes, favouring sustainable, nature-based solutions that work with – not against – natural dynamics.

c. **Design structures to reduce visual dominance**, maintaining open sightlines and ensuring they do not detract from the natural coastal character.

d. **Use visual cohesion** across the coast to simplify the design of amenities such as bins, seats, bollards, fences, and signage, ensuring durability and consistency.

e. **Position seating to enhance connection to the coastal environment**, providing opportunities for rest, reflection, and appreciation of coastal views.

f. **Use unobtrusive barriers (eg bollards, rocks, or bunds)** to protect sensitive areas, prioritising natural delineation methods such as planting where feasible. Plan for removal of barriers, including fences, once vegetation or other natural features can provide the same protection.

g. **Minimise visual clutter by grouping signage** and wayfinding elements, support clear, concise and accessible and avoid excessive installations.

h. **Minimise artificial lighting impacts** by placing fixtures on the landward side of roads and selecting low-glare designs. Prioritise dark sky preservation in sectors with high ecological sensitivity (eg Southern Bays, Te Kopahou, and Rangitatau) and seabird nesting areas to reduce disturbance to wildlife and maintain natural coastal darkness. Coastal infrastructure projects should follow the Australian National Light Pollution Guidelines for Wildlife, as recommended by the Department of Conservation.

i. **Phase out unnecessary coastal structures** such as redundant jetties, boathouses, and other infrastructure where it no longer serves a public purpose.

j. **Minimise infrastructure impacts on coastal ecosystems** by ensuring development avoids further degradation, and where possible, incorporates nature-based approaches or soft engineering.

k. Recognise that different parts of the coast offer different experiences.

a. In natural areas such as the South Coast, protect the landscape and sense of escape; public art, bright infrastructure, and memorials will generally be discouraged.

b. In more developed areas such as Ākautangi, public art and activations may be welcomed.

9 Elements of coastal design are regulated under the District Plan, the Building Act and GWRC. The Reserves Act 1977 however provides for the preservation and management of public spaces. These management policies guide how structures within reserves should be designed and maintained to protect the coastal experience.

Pathway 3.2
Enrich coastal experiences through storytelling

Why this matters

The coast holds layers of stories – woven through its landscapes, natural features, and built heritage – that shape our connection to place. Stories of mana whenua, and other communities reflect deep ancestral ties, maritime history, and evolving relationships with the coast. Integrating storytelling into coastal spaces ensures these histories remain visible, strengthening cultural understanding and enriching public experiences.

Management policy

a. **Embed storytelling in coastal projects** by incorporating narratives of mana whenua, and local communities into interpretive elements such as signage, public art, and digital media.

b. **Use design itself as a storytelling tool**, incorporating symbolic layouts, patterns, and materials that reflect local identity and heritage.

Pathway 3.3
Recognise and honour coastal cultural heritage

Why this matters

Wāhi tapu[11] are sacred sites of spiritual and cultural significance, while wāhi tūpuna[12] connect Māori to their heritage and reinforce whakapapa. These places, such as pā, karaka groves, tauranga waka (traditional landing places), and midden, reflect the enduring presence of mana whenua and their deep relationship with the land. Recognising these sites ensures the cultural identity of the coast is not lost. As Peter Solomon of Ngāti Toa expressed, *"That's why I walk it* [coastal areas] *all the time…make sure my footprints don't disappear; they remain…our footprints are disappearing from a lot of these places."* His words highlight the urgency of recognising and valuing wāhi tapu and wāhi tūpuna so that Māori histories, traditions, and connections to the coast endure.

This includes acknowledging the iwi who came before – including Waitaha, Ngāti Mamoe, Ngāi Tara, Ngāti Ira, and others – whose kōrero and presence remain part of the layered whakapapa of the coast. As Taranaki Whānui state: *"Our job as kaitiaki is to remember those that were here before, and to forge a path forward today for descendants of Taranaki Whānui."*

Beyond Māori heritage, the Wellington coastline also holds layers of built and archaeological history, including WWII bunkers, shipwrecks, historic wharves, and remnants of early settlements. These structures, alongside less visible sites, tell the story of Wellington's past and its evolving relationship with the coast.

Management policy

a. **Engage early with mana whenua** on activities that may affect wāhi tapu and wāhi tūpuna sites, where appropriate and practical.

b. **Integrate culturally significant sites and aspirations** in coastal planning, with wāhi tapu and wāhi tūpuna acknowledged and respected in management decisions, ensuring:

   i. **Tauranga waka** (traditional landing places) are recognised and their historical importance as traditional landing sites is respected.

   ii. **Karaka groves** are acknowledged as markers of early Māori settlement, with opportunities for restoration considered where appropriate.

   iii. **Significant viewshafts are preserved** as integral markers of Māori connections to the coast.

c. **Recognise that coastal heritage is dynamic, and not all structures can or should be preserved.** Some sites may be lost due to erosion, sea-level rise, or natural degradation. Where physical protection is not viable, priority should be given to recording and interpreting these places through storytelling, mapping, and other documentation.

d. **Honour and share coastal heritage through storytelling, interpretation, and design.** Māori narratives should be embedded in coastal spaces through motifs, material choices, and other culturally responsive elements, alongside broader coastal heritage, including historical structures, shipwrecks, and maritime history.

e. **Recognise the heritage values of historic defence structures**, such as bunkers, forts, and batteries. Interventions will be carefully prioritised and may include vegetation control to reduce damage, maintenance to manage safety risks, and stabilisation or signage where hazards are likely.

10 Wāhi tapu - Sacred places with deep spiritual and cultural importance, often linked to specific events, burials, or significant activities.
11 Wāhi tupuna - Sites of ancestral importance that connect Māori to their heritage and whakapapa. These include traditional occupation sites, pā, mahinga kai, tauranga waka, and significant landscape features.

Actions

Enduring connection to the landscape

#	Actions	Funding status[13]	Time frame
1	Develop a Coastal Cultural Interpretation Project in partnership with mana whenua to display stories of wāhi tapu and wāhi tupuna across the coast.	N	Medium
2	Review and improve coastal signage to enhance visual integration with the coastal environment by: • Undertaking an audit to identify opportunities for rationalisation and improvement, reducing visual clutter while ensuring essential communication is maintained. • Developing coastal-specific design guidelines to ensure signage is consistent, context-sensitive.	E	Medium
3	Develop sector-based coastal landscape and amenity plans to guide the placement, design, and potential reduction of infrastructure such as bins, fences, signs, paths, picnic tables, seating, and carparks. These plans should: • Support access to the coast and improve connections to the coastal walking network. • Enhance visitor experience while protecting natural character and ecological values. • Evaluate the function and design of coastal carparks, including opportunities for formalisation, redesign, or removal. • Identify areas where bollards, landscaping, and other interventions are needed to prevent vehicle intrusion into sensitive ecosystems. • Respect, maintain, and reinstate nature-based solutions to manage sea-level rise and coastal erosion, supporting ecological resilience and biodiversity.	N	Short & Medium
4.	Take stock of coastal bunkers across the parks network by considering their condition, risks, and heritage values.		Medium
5.	Explore, develop and implement interpretatation at existing piped stream outfalls, including Paekawakawa, Haewai, Ngaroma (Lyall Bay) and Waipapa. This could include standard signage providing stream name, links to catchment information and a long term plan to improve the ecological and amenity value of all coastal outfalls. , alongside water infrastructure owners, GWRC and catchments groups		Medium (5–7 years)

Contents



Value 4
Tiaki Taiao
Protection and restoration of coastal ecosystems



Wellington's coastal ecosystems are taonga, vital to both the environment and community. As Taranaki Whānui kaumātua Sam Jackson put it simply:
"We only have one environment, and we need to look after it."

These areas nurture diverse species and sustain the mauri (life force) of the natural world. Enhancing biodiversity and respecting natural processes ensures these ecosystems thrive for future generations.

This value is supported through seven pathways:

- Pathway 4.1 **Targeted ecosystem restoration**
- Pathway 4.2 **Wildlife recovery**
- Pathway 4.3 **Controlling invasive species**
- Pathway 4.4 **Strong collaborative relationships for coastal restoration**
- Pathway 4.5 **Remediating and mitigating coastal infrastructure impacts**
- Pathway 4.6 **Enhancing litter management**
- Pathway 4.7 **Sustaining the coast as a storehouse**

Pathway 4.1
Targeted ecosystem restoration

Why this matters

Wellington's coastline supports diverse ecosystems that provide wildlife habitat, buffer erosion, and enhance climate resilience. However, urbanisation, invasive species, pollution, overfishing and climate change have led to habitat loss, reducing native plant cover and weakening coastal resilience. The region's coast hosts 21 of Wellington's 42 nationally threatened plant species, including ngutukākā raki (Cook Strait kōwhai), and tūmatakuru (matagouri). Protecting and restoring these ecosystems is essential to maintaining biodiversity and ensuring a resilient coastline. The following ecosystems are described to inform coastal management decisions. While the marine coastal area and intertidal zones are outside the plan's scope, their ecological connection to the coast makes them important to consider.



Dune systems

Once widespread, Wellington's dunes have been reduced by urban development, infrastructure, and invasive species like marram grass. As dynamic landscapes, they naturally shift with wind and tides, buffering erosion and providing habitat for pīngao and spinifex. However, many have been disconnected by roads and development, limiting their ability to migrate and regenerate. To remain functional, these dunes now require active management.



Shingle beaches

Naturally formed gravel and pebble beaches absorb wave energy, reduce erosion, and buffer storm surges. They support salt-tolerant plants like rauparaha and provide habitat for invertebrates. However, weed invasion, reclamation, sedimentation, and human activity have disrupted their natural function. Retaining driftwood and natural stone movement is key to their ecological health.



Rocky shores, turfs, and seepages

Wellington's rugged rocky coastlines are home to diverse marine and terrestrial species, including starfish, crabs, seabirds, and kekeno (fur seals). Tide pools and rocky outcrops provide essential habitats, while critically endangered coastal turf and seepage ecosystems play a unique role in supporting plant diversity. Coastal turfs form dense, wind-resistant mats on exposed headlands. Seepages, fed by hillside groundwater, support specialised brackish plant communities, helping to regulate moisture in fragile coastal areas. A 2024 survey of Wellington's coast identified 34 coastal turf and seepage sites, many of which are in decline due to trampling, erosion, and invasive species.

Intertidal Zone

The Intertidal zone is the area of the shore that is exposed at low tide and submerged at high tide. These dynamic environments support a wide range of marine life, including seaweeds, shellfish, crabs, starfish, and seabirds that forage along the shore. Rocky shores, tidal pools, and sandy flats each host distinct marine life in the intertidal zone. For example yellow-eyed mullet, which feed here, are a key prey species for larger marine life, including Hector's dolphins. These habitats form a critical link between marine and terrestrial ecosystems, meaning that what happens on land—from sediment run-off to pollution and removal of coastal debris—directly affects their health.



Coastal escarpments, scree, scrub and forests

Wellington's coastal escarpments and rare forest remnants provide essential habitats for birds, lizards, and unique plant species, thriving in the region's harsh, windswept conditions. Only 1% of the original coastal forests remain, with pockets surviving in protected areas. Here, native forest species such as northern rātā, kohekohe, and ngutukākā raki (Cook Strait kōwhai) persist against the odds, while resilient coastal scrub species like tauhinu (cottonwood) and whāraki (coastal flax) help stabilise slopes. Coastal cliffs also support distinct plant communities, including scree habitats where tutu and hinarepe (sand tussock) grow. These ecosystems are highly vulnerable to invasive weeds (eg rhamnus, agapanthus, and karo), pest animals, and human encroachment.



Estuaries

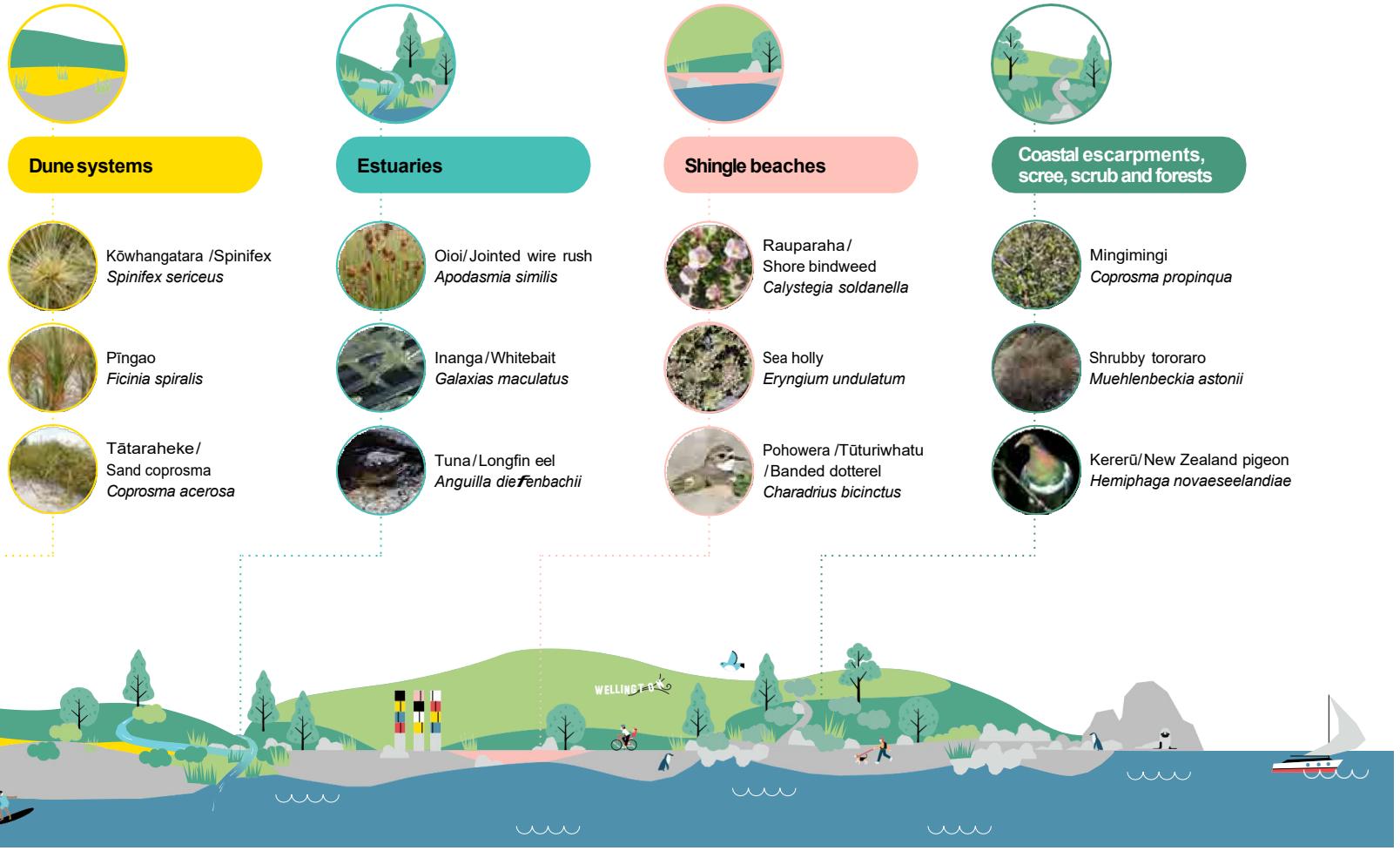
Most of Wellington's estuaries are highly modified and degraded due to sedimentation, pollution, and urban infrastructure. Despite this, many of them remain important ecosystems and serve as vital fish nurseries, supporting tuna (eels) and whitebait, while also buffering floods and cycling nutrients. In Te Ao Māori, wahapū (estuaries) and awa (rivers) are living entities with their own mauri (life force), deeply connected to the surrounding environment. However, culverts and other barriers disrupt natural flows and limit fish passage, further impacting their ecological function.



Marine Coastal Area

Wellington's coastal marine area hosts diverse underwater habitats, with Te Moana o Raukawakawa serves as a unique confluence of waters. Home to nearly 400 unique seaweed species, these habitats – including kelp forests, seaweed beds, and rocky reefs – support species like blue cod, butterfish, kina, pāua, and marine mammals. Te Whanganui a Tara also contains unique ecosystems, but in many areas kina barrens dominate due to the decline of natural predators. Their overgrazing removes kelp forests, reducing habitat complexity and overall biodiversity. Litter and marine debris is also a persistent threat to these habitats. These ecosystems play a vital role in maintaining biodiversity, sustaining marine food webs, and providing an important food source.

Ecosystems of Wellington's Marine Coastal Area – indicative species



Contents

Ecosystems of Wellington's Marine Coastal Area – indicative species



Rocky shores, turfs and seepages



Remuremu/ Goodenia
Goodenia radicans



Kororā / Little penguin
Eudyptula minor



Kekeno/ Fur seal
Arctocephalus forsteri



Marine Coastal Area



Tīrepa huhua / Flapjack
Carpophyllum maschalocarpum



Kōura /crayfish
Jasus edwardsii



Mōki/ Blue moki
Latridopsis ciliaris

Management policy

a. **Prioritise the restoration of the 20 Significant Natural Areas (SNAs)**[13] along Wellington's coast, focusing on habitats hosting rare or threatened species.

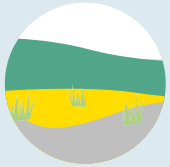
b. **Monitor ecosystem change over time** using cultural indicators alongside scientific monitoring. This includes assessing dune movement, erosion, vegetation cover, and climate impacts in collaboration with mana whenua, and ecological experts.

c. **Use locally sourced (eco-sourced) seeds** for restoration and amenity planting efforts to ensure plants are adapted to Wellington's unique coastal conditions and enhance biodiversity and resilience.

d. **Continue the *Threatened Plant Programme*** efforts to restore coastal plants, aligned with Our Natural Capital and addressing knowledge gaps in partnership with DOC and ecological experts.

e. **Engage communities in seed collection, propagation**, planting, and monitoring to strengthen resilience and awareness.

f. **Apply habitat-specific restoration approaches**, ensuring interventions align with ecosystem function and resilience needs:



Dune systems

i. **Maintain and restore dune function by supporting natural sand** movement and native sand-binding vegetation such as pīngao and spinifex, while progressively removing invasive marram grass to prevent dune steepening and erosion.

ii. **Allow dunes to migrate and grow by integrating natural dune** movement into planning and development decisions and managing infrastructure to minimise disruption to coastal processes.

iii. **Explore opportunities to reconnect foredunes and back dunes** where feasible to support coastal resilience.



Shingle beaches

i. **Restore shingle beach habitats** by removing invasive weeds (eg rhamnus) and replanting native vegetation like rauparaha (shore bindweed) to support biodiversity and protect rare invertebrates and lizards.

ii. **Reduce human interference** in natural processes where practical by allowing driftwood, stones, and other natural materials to remain undisturbed. Significant interventions, such as construction or vehicle access, should be avoided where possible to enable coastal processes.

iii. **Encourage visitors to use designated paths** to help protect these fragile habitats from erosion and trampling.



Rocky shores, turfs, and seepages

i. **Minimise human disturbance in key seepage and turf** areas by working with local communities to promote responsible access. Manage erosion and invasive species threats by directing visitors to designated paths and reducing trampling impacts.

ii. **Consider ex-situ conservation** initiatives by integrating turf species into infrastructure projects, such as road verges, to safeguard against habitat loss and promote resilience.

iii. **Support innovation in the management of coastal turfs** to enhance their ecological integrity.

13 Significant Natural Areas (SNAs) are areas of indigenous biodiversity identified in the Wellington District Plan as meeting ecological significance criteria under the Resource Management Act (RMA).





Coastal escarpments, scree, scrub and forests

i. **Support natural erosion control** by maintaining and restoring native vegetation such as tauhinu, whāraki, and silver tussock to stabilise cliffs and reduce soil erosion.

ii. **Manage karo[15] and other invasive plant species** as they pose a significant threat to indigenous coastal forests.



Estuaries

i. **Maintain and restore estuary function** by identifying opportunities to reduce flow barriers, supporting riparian planting, limit further modification, and enhance their role as natural climate buffers over time.

ii. **Support connectivity for fish passage** by considering habitat linkages between estuaries and upstream waterways, ensuring species like tuna and whitebait can migrate freely.

iii. **Encourage water quality improvements** through riparian planting and natural filtration approaches that help reduce sedimentation and pollution over time.



Marine Coastal Area

i. **Recognise the intrinsic connection between land and sea** by considering marine impacts in coastal reserves management decisions
.

ii Partner with GWRC to support delivery of the Natural Resources Plan, and the New Zealand Coastal Policy Statement.

Intertidal zone

i. Avoid routine beach grooming and the removal of beach-cast seaweed, driftwood, or other natural material, except where necessary for public safety, infrastructure protection, or to support small-scale resilience measures. Grooming can remove algae, invertebrates, and other micro-life that form the base of intertidal food webs and can disrupt natural sand movement. Beaches should generally be left to accumulate natural materials and sand, except at Oriental Bay where regular grooming is maintained.

ii. Clear stormwater outlets and pipes as needed to maintain function, avoiding the use of heavy machinery where practicable.

14 Karo (Pittosporum crassifolium) is native to northern New Zealand but not Wellington. In Wellington's coastal areas, it spreads aggressively, outcompeting native species and forming dense monocultures that limit biodiversity and hinder natural regeneration. Its dominance in harsh coastal conditions makes it a significant ecological threat, requiring active management.

Pathway 4.2
Wildlife recovery

The scarcity of tītī, kororā, pakahā, tākapu, kuaka, and kawau pāteketeke along the coast is a stark sign of habitat loss and ecosystem collapse. As mana whenua state, *"The absence of these seabirds along the south coast is a tohu of a degraded taiao."* Public feedback has reinforced the urgent need for stronger protections and restoration efforts to reverse this decline. Local successes – such as seabird recovery on Mana Island and the return of kiwi to the capital – demonstrate that restoration is possible. Strengthening protections and the expanding predator-free movement can help recover species.

Four coastal areas stand out as the most important mainland habitats for seabird breeding in Pōneke – Ōruaiti, Taputeranga Island, the Moa Point foreshore at the southern end of Wellington Airport runway, and the south coast from Te Rimurapa to Oteranga Bay. These sites support Wellington's only mainland nesting colonies for several threatened species and are prioritiesfor ongoing protection.



Tītī (Sooty Shearwaters/Mutton Bird)

Once abundant, tītī are rarely seen from Wellington's coast. As mana whenua state, *"The tītī, a taonga species, embodies the interconnectedness of our environment and whakapapa. Their return would symbolise ecological balance and the enduring kaitiaki role of mana whenua."* Supporting the conditions for tītī to return is not just about ecological restoration – it is an opportunity to restore cultural connections.



Kororā (Little penguins)

Wellington is the only capital city where penguins and other ground-nesting birds navigate an urban coastline, returning nightly to their nesting sites. Kororā are a unique part of Wellington's identity, and like other ground-nesting birds – including dotterels, oystercatchers, and terns – they face threats from dog attacks and habitat disturbance.



Kekeno (NZ Fur Seal)

Te Rimurapa (Sinclair Head) is a key haul-out site, where around 300 kekeno rest each winter. While populations seem to be rebounding, they are still vulnerable to human disturbance. Historically, mana whenua relied on kekeno as an essential food source, and they remain a taonga species today.



Manu Ngahere (Forest Birds)

Coastal forests and scrub once teemed with tūī, pīwakawaka, and kererū, and ongoing restoration is helping them return. kiwi and even takahē could one day thrive at Te Kopahou, with predator control and habitat protection.



Mokomoko (Geckos and Lizards)

These small but important species help control insect populations and support plant pollination. Wellington is home to several species, including the rare Wellington green gecko, known for its vivid lime green colour and striking blue tongue.



Hātaretare (Invertebrate)

Often overlooked but crucial, invertebrates support nutrient cycling, pollination, and ecosystem health. Wellington's coast is home to rare species like the speargrass weevil (which relies solely on speargrass) and the critically endangered smeagol slug found at Princess Bay.



Management policy

a. **Manage designated habitat areas for vulnerable species**, ensuring conservation efforts align with ecological priorities while maintaining public access and connection with wildlife. Restrictive measures, such as fencing, will only be considered in exceptional cases.

b. **Raise public awareness and education to reduce human-wildlife conflict**, using interpretation, and engagement initiatives to encourage responsible interactions.

c. **Collaborate with biosecurity agencies**, mana whenua, and ecological experts to manage biosecurity risks in coastal reserves, including risks associated with coastal marine assets and activities in the marine area.

d. **Support species recovery through targeted habitat restoration, monitoring, and reintroductions**, ensuring efforts are informed by scientific research, community involvement, mātauranga Māori, and partnership with mana whenua, including:

   i. **Monitor seabird and marine wildlife populations**, tracking trends, habitat conditions, and restoration outcomes to inform adaptive management strategies.

   ii. **Support seabird restoration efforts**, exploring methods such as decoys, sound systems, and targeted reintroductions to re-establish breeding colonies.

   iii. **Pursue the restoration of tītī populations**, working with mana whenua and conservation partners to explore long-term reintroduction opportunities.

   iv. **Support kiwi recovery, particularly in predator-free zones** in collaboration with Capital Kiwi, Predator Free and other partners on habitat restoration and pest control.

   v. **Protect kekeno habitats** by managing visitor access, providing information, and enhancing education to minimise human disturbance at key haul-out sites.

e. **Protect kororā and other ground-nesting birds.** through:

   i. **Designating kororā sanctuary areas in key locations** where nesting habitats are safe from predators.

   ii. **Supporting community-led monitoring and protection initiatives** to enhance nesting habitats, including through the provision of penguin-friendly nest boxes.

   iii. **Supporting community-initiated dog aversion training programmes** to educate dog owners on minimising risks to kororā.

   iv. **Supporting public awareness of kororā and other ground-nesting birds.**

f. **Endeavour to minimise light pollution in coastal areas to protect** wildlife, and all coastal infrastructure projects should implement the *Australian National Light Pollution Guidelines for Wildlife*, as recommended by the Department of Conservation.

Pathway 4.3
Control invasive species

Why this matters

New Zealand's coastal habitats are particularly vulnerable to invasive species due to their dynamic nature and ongoing human disturbance. In Wellington, invasive plants like boneseed, spur valerian, and rhamnus, alongside animal pests such as rabbits,deer and possums, outcompete native species and degrade habitats. Exotic plant species now outnumber indigenous ones tenfold, with emerging threats like angelica and gazania requiring rapid intervention to protect key ecological areas.

Given the scale of invasion, a prioritised approach is essential, focusing on high-value habitats where effective control is achievable. As seen in the Predator Free movement, staged eradication efforts have shown amazing success, where sustained collaboration and volunteer efforts are driving the next phase of pest removal from Motu Kairangi to all of Wellington. Supporting these efforts in weed control will support the long-term recovery of native wildlife and ecosystems.

Management policy

a. **Prioritise invasive species** control in Significant Natural Areas and where there are threatened taonga species.
b. **Monitor and respond swiftly to new weed incursions** before they establish in sensitive coastal ecosystems.
c. **Use a range of targeted, evidence-based control methods**, including selective herbicides, manual removal, aerial control for remote or hard-to-reach areas, and biological control in collaboration with research institutions, to manage invasive species effectively.
d. **Work collaboratively with DOC, GWRC, Predator Free Wellington**, and community groups to align pest control efforts, share resources, and prevent reinvasion.

Pathway 4.4
Strong collaborative relationships for coastal restoration

Why this matters

Caring for the coast is a shared responsibility, involving Wellington City Council, mana whenua, communities, and agencies. As the whakataukī *He rau ringa e oti ai reminds us – many hands make light work*. Restoration of the coast is only possible through collaboration. Across the city, dedicated community members carry out incredible work to trap predators, plant natives, monitor species, and clean beaches. But without coordination, these efforts can become fragmented or unsupported. Working together ensures that everyone's contributions are valued, connected, and able to achieve lasting impact for the coastal environment.

Management policy

a. **Continue to support community-led coastal stewardship** by partnering with local groups to carry out pest control, planting, habitat restoration, and species monitoring, and by providing tools, training, and resources to empower their mahi.
b. **Formalise key partnerships through Memoranda of Understanding** (MOUs), Memoranda of Agreement (MOAs), or other shared arrangements to clarify roles, support resource-sharing, and build long-term relationships.
c. **Enable citizen science and community-led research** by supporting training, data collection, and monitoring initiatives focused on biodiversity, coastal change, and cultural heritage.
d. **Provide easy-to-understand learning resources** such as interpretive signage, digital tools, and open-access data to support teaching, research, and public engagement.
e. **Facilitate public events and initiatives** that promote coastal restoration, community stewardship, and knowledge-sharing across diverse groups.

Pathway 4.5
Remediating and mitigating coastal infrastructure impacts

Why this matters

Coastal infrastructure – such as seawalls, stormwater outfalls, wastewater systems, roads, and reclaimed land – plays a vital role in Wellington's urban environment but can also degrade coastal ecosystems if not well managed. Historic industrial activity and land reclamation have left contaminated sites that threaten marine life and water quality. Aging infrastructure further contributes to erosion, pollution, and habitat loss. While this plan focuses on coastal reserves rather than broader infrastructure networks, managing these impacts is an essential connection for ecosystem health and resilience.

Management policy

a. **Identify and monitor environmental risks from coastal infrastructure**, prioritising areas for mitigation and long-term adaptive management.

b. **Take a staged approach to contaminated sites**, first assessing risks and mitigation options before seeking funding for remediation.

c. **Promote nature-based solutions** where possible, using approaches that work with natural coastal processes rather than relying on hard engineering.

d. **Collaborate water asset owners/managers** and other partners to minimise pollution and erosion from stormwater and wastewater infrastructure, ensuring solutions align with ecological priorities.

Pathway 4.6
Enhance litter management practices

Why this matters

Litter is a persistent issue in Wellington's coastal areas, accumulating through wind, tides, and stormwater runoff. Plastic waste, food packaging, and discarded fishing gear pose significant threats to marine life, disrupt ecosystems, and diminish the natural beauty of coastal reserves. Microplastics further threaten biodiversity and the health of marine and coastal ecosystems.

Community groups such as Lyall Bay Coast Care make a significant contribution through regular beach clean-ups and dune care, fostering local stewardship and reducing rubbish on the coast.

Management policy

a. **Adopt a waste** minimisation approach in coastal reserves by reducing reliance on bins and promoting "Pack it in, Pack it out" principles in quieter areas. In high-use and litter-prone locations (such as Lyall Bay), continue providing bins, with improvements such as larger capacity, seagull-proof design, or smart bin technologies to improve efficiency.

b. **Support community cleanups and public participation in keeping our coastal reserves clean.**

c. **Promote measures that reduce the flow of microplastics** into coastal environments, including considering improved stormwater filtration and targeted waste infrastructure, where feasible.



Pathway 4.7
Sustaining the coast as a storehouse

Why this matters

"The coast is our storehouse; it must provide again for our future generations." – Ngāti Toa & Taranaki Whānui.

For generations, the coast has sustained communities through mahinga kai (food gathering), weaving, rongoā (medicine), and mahi toi (artistic work). It provides essential materials like harakeke, pīngao, and stones, which carry whakapapa and cultural significance. As mana whenua state *"Harakeke and pīngao are taonga. They carry stories and whakapapa, and the process of weaving binds our people to the land and sea."* However, this storehouse has been diminished.

Before any cultural harvesting can return, restoration and conservation of the natural environment must come first. Sustaining biodiversity is essential to ensure culturally significant species like pīngao and harakeke can thrive for future generations. Overfishing, habitat loss, and poaching have severely impacted coastal resources. Protecting and restoring these resources is a significant aspiration for mana whenua.

Management policy

a. **Support fisheries compliance and protection measures of marine ecosystem.** While fisheries management sits with MPI, Police, DOC, and GWRC, the Council plays a supporting role in compliance efforts by enabling signage, surveillance measures, and public education initiatives to strengthen protection and awareness.

b. **Prioritise conservation and ecological recovery as a foundation for any tikanga-informed harvesting of plants like pīngao and harakeke for weaving.** Plant harvesting in coastal reserves is generally not permitted, except through tikanga-based frameworks developed in partnership with mana whenua. This may include:[16]

   i. A **tikanga-based permit system** that upholds cultural values while ensuring ecological sustainability, aligned with the Reserves Act.

   ii. **Ecological monitoring of harvesting activities,** setting limits where necessary to maintain biodiversity and habitat resilience.

   iii. **Designating specific areas for sustainable harvesting** and cultivation of culturally significant plants, such as pā harakeke and rongoā gardens.

c. **Recognise and support mana whenua authority to manage customary harvesting through rāhui[17].** While regulation of coastal marine areas sits with central government and GWRC, the Council can support rāhui efforts through advocacy, education, helping inform people when a rāhui might be in place, and signage where appropriate.



15 Plant harvesting under this framework would not include plant harvesting for commercial purposes and this is restricted under the Reserves Act.
16 Rāhui: A temporary prohibition or restriction placed on an area or resource to allow recovery or for safety reasons. Rāhui are a tikanga-based management tool used by mana whenua to ensure the sustainability of natural resources and ecosystems.

Actions

Protection and restoration of coastal ecosystems

#	Actions	Funding status	Time frame
1	Resource a wildlife work programme to deliver, coordinate and advise on efforts to retain and restore wildlife around the coast including species such as kororā, minimac geckos, kekeno and tītī, including potential reintroductions.	N	Short
2	Pilot public litter collection tools (eg beach clean-up stations) in selected locations, similar to Coromandel initiatives.	E	Short
3	Audit bin design and placement to improve effectiveness in coastal environments, considering pest proofing, smart technology, better placement, and overflow prevention.	E	Short
4	Protect the nighttime environment, cultural heritage, and coastal birdlife by investigating lighting controls, including the potential for a Dark Sky Reserve or Park on parts of the South Coast. Review current light pollution levels to assess impacts on wildlife and identify opportunities to reduce unnecessary lighting.	E	Medium
5	Develop a tikanga-based approach to the sustainable cultural harvesting of plants, such as pīngao and harakeke, in partnership with mana whenua, including consideration of designated harvesting and cultivating areas and a permissions framework aligned with the Reserves Act.	E	Medium
6	Strengthen collaboration on rāhui by: • Establishing clear processes to engage mana whenua when environmental concerns arise (eg mass bird deaths, marine die-offs). • Supporting mana whenua-led approaches to declaring, implementing, and communicating rāhui. • Providing resources, such as public education, to increase awareness and understanding of rāhui where appropriate.	E	Short
7	Investigate innovation on the management of coastal turfs to improve their ecological integrity.	E	Short
8	Establish a Coastal Coordination Group with mana whenua, agencies, and community groups supporting knowledge-sharing and coordinated management.	E	Short
9	Develop a coastal management progress reporting framework and publish regular stakeholder updates.	E	Short
10	Enhance online resources to connect people with beach clean-ups, pest control, weeding, and ecological monitoring initiatives.	E	Short

Protection and restoration of coastal ecosystems

#	Actions	Funding status	Time frame
11	Use the Wellington Dog Policy review process to investigate and prioritise future dog access changes at four critical coastal bird habitats – Ōruaiti Reserve, Taputeranga Island, Te Rimurapa / Sinclair Head to Oteranga Bay, and the southern end of Wellington Airport. These sites are hotspots for ground-nesting indigenous seabirds and require stronger protection.	E	Short
12	Collaborate with Dog Control to strengthen existing patrols in wildlife-sensitive coastal areas and ensure clear enforcement through infringement procedures where required.	E	Short
13.	Review and improve dog control/wildlife signage along the coast to protect vulnerable Kōrora habitat and other ground nesting birds (including Sirens Rocks, Seatoun, Māhanga Bay, and other known nesting areas).	E	Short

Funding status key

E Existing funding covers delivery
N Needs new funding, subject to approval
E/N Review covered by existing funds; implementation may need new funding

Time frame key

Short (0–4 years)
Medium (5–7 years)
Long (8+ years)





Value 5
Taiao Tuatahi
Nature first approach to resilience



Contents

Wellington's coast is shaped by the powerful forces of waves, storms, erosion and seismic activity.

These natural processes, now intensified by climate change, and sea-level rise, will increase storm intensity, increase erosion and inundation hazards and heighten fire risks. Coastal reserves, recreational spaces, and infrastructure face growing vulnerabilities, making it essential to adapt to these evolving challenges. Because the ocean and climate are part of one interconnected system, changes in one directly affect the other, true resilience means working with, rather than against, nature – allowing for dynamic coastal processes while supporting public safety and ecosystem health. By integrating nature-based solutions, adaptive planning, and emergency preparedness, we can protect both the coastal environment and the communities that rely on it.

This value is supported through three pathways:

Pathway 5.1
Prioritising nature-based solutions for coastal protection

Pathway 5.2
Adaptive planning for sea-level rise

Pathway 5.3
Manage the threat and impact of wildfires

Pathway 5.1
Prioritising nature-based solutions for coastal protection

Why this matters

Nature-based solutions – such as dune restoration, riparian planting, wetland protection, and supporting natural sediment movement – provide sustainable and adaptive ways to protect Wellington's coast, enhance biodiversity, and maintain its natural landscapes. These policies propose to work with natural processes to buffer against storm surges and erosion, while restoring coastal habitats and building ecosystem resilience. Nature-based solutions not only improve ecological integrity but also offer:

- Lower long-term maintenance costs compared to hard infrastructure.
- Help maintain natural sediment movement, which stabilises shorelines and reduces erosion.
- Increased recreational, cultural, and tourism benefits through enhanced coastal environments.
- Increased biodiversity through restored coastal vegetation.
- Carbon sequestration benefits through restored coastal vegetation.
- Greater public access to natural spaces, fostering community connection to the coast.



Management policy

a. **Leave space for natural processes** by reserving areas for sediment movement, dune formation, and floodplain restoration to enhance the natural resilience of the coastline.

b. **Implement nature-based coastal protection methods as a priority,** including dune restoration, native planting, and living shorelines, to stabilise sediment, reduce erosion, and strengthen resilience against storm surges.

c. **Work in partnership with mana whenua to incorporate their knowledge and perspectives** into coastal resilience planning, integrating tikanga-based approaches and mātauranga Māori into protection efforts where appropriate.

d. **Design recreational coastal infrastructure** to be flexible and adaptable to sea-level rise, erosion, and storm impacts. Encourage innovative approaches that support relocation, modularity, or natural buffering, while minimising reliance on permanent hard infrastructure where adaptive, nature-friendly alternatives are viable.

e. **Restore natural shorelines where possible,** supporting sediment movement, and allowing natural processes to shape the coastline.

f. **Actively manage beaches and dunes** by physically moving sand where human invention has restricted the space available for natural responses to storm events.

g. **Retain natural storm debris (sand, rocks, driftwood, seaweed)** on beaches (where material has not been contaminated), as these materials play a critical role in stabilising shorelines, supporting intertidal habitats, and reducing erosion. Where debris is deposited on roads or footpaths, relocate it back to the beach rather than removing it from the coastal system.

h.Seek coastal engineering advice when altering coastal environments or infrastructure, with an emphasis on resilience, ecological protection, and sustainable design

i Support the identification and progressive remediation of hazardous coastal sites, working with funding partners to protect

Pathway 5.2
Adaptive planning for a sea-level rise

Why this matters

Wellington's coastline is highly vulnerable to sea-level rise and severe storms, threatening ecosystems, infrastructure, and recreational assets. The 2013 storm demonstrated the risks, causing significant damage to Island Bay's seawalls and coastal habitats, some of which are still recovering. NIWA projections indicate relative sea levels may rise between 0.42 and 1.31m by 2100[17], with a one-metre rise impacting 29% of the coastal areas within this plan's scope, increasing to 58% when combined with storm surges. These impacts will affect public spaces, infrastructure, and community access to the coast, requiring proactive planning to reduce risks and avoid costly, unsustainable development decisions. The table on the next page shows how key coastal assets may be affected under different sea-level rise and storm surge scenarios.

However, the scale, speed, and nature of these impacts remain uncertain. Climate change is dynamic, and new information will continue to emerge, making rigid, long-term planning ineffective. Dynamic Adaptive Pathways Planning (DAPP)[18] provides a flexible approach, allowing decisions to evolve as new data emerges. The PARA framework (Protect, Accommodate, Relocate, Avoid) helps to identify adaptation strategies over time, ensuring decisions are responsive, evidence- based, and balanced between ecological, recreational, and community needs to proactively prepare for climate disruption.



17 Likely range of relative sea level rise for coastal Wellinton from 2020 to 2100 based on medium confidence projections for scenarios from SSP1-1.9 to SSP5-8.5 at NZ SeaRise https://searise.nz/maps/

18 Aotearoa's National Adaptation Strategy promotes the use of Dynamic Adaptive Planning Pathways (DAPP) as a flexible framework for addressing uncertain climate impacts. By identifying pre-emptive actions tied to specific thresholds, such as sea-level rise or storm frequency, DAPP ensures plans can evolve with new data, supporting resilience and adaptive management.

Figure: Estimated coastal recreation and environmental assets at risk from sea-level rise and storm surges[19]

Asset type	Total assets and landscape types within plan scope	Assets affected by tidal flooding due to sea level rise [19,20]					Estimated percentage of assets or landscapes affected by a 1m SLR	Assets affected by a storm surge for a 1% AEP (100-year) event with sea level rise[20]		Estimated percentage of assets or landscapes affected by storm surge with 1.0m SLR
		0.2m SLR	0.4m SLR	0.6m SLR	0.8m SLR	1.0m SLR		0.5m SLR	1.0m SLR	
Boat Ramp	11	11	11	11	11	11	100%	11	11	100%
Toilets	16	2	2	4	5	6	38%	11	13	81%
Play areas	7	0	0	0	0	0	0%	4	4	57%
Sections of track	59	3	4	4	4	5	8%	13	14	24%
Community buildings	18	6	8	10	10	14	78%	16	17	94%
Hard surfaces e.g. carpark areas	391	64	86	101	110	122	31%	263	284	73%
Landscape type										
Significant Natural Areas (000m2)	3,330	55	100	137	172	204	6%	391	401	12%
Grassy areas (m2)	118,000	6	49	112	220	880	1%	45,600	56,700	48%
Horticulture areas (m2)	20,300	0	6	17	53	260	1%	10,800	12,100	60%

19 Sea level rise levels are relative to Mean High Water Springs 10 (MHWS10), the mean high water spring tide exceeded 10 percent of the time.
20 Sea level rise and storm surge data used in this table are based on NIWA modelling for Greater Wellington Regional Council and Wellington City Council, using LiDAR-based elevation data and storm tide-wave modeling for 1% AEP (100-year) events at sea-level rise increments of 0.5m and 1.0m. More details **here**.

Management policy

a. **Align coastal reserves and recreation planning decisions** with Council's broader climate adaptation approach[20].

b. **Use Dynamic Adaptive Pathways Planning (DAPP)** to guide decision-making and adaptation responses.

Apply a flexible, trigger-based approach where action is taken in advance of thresholds. Adaptation actions will be based on the following adaptation categories:

Climate adaptation intervention categories (PARA framework)



Avoid

Prevent new risks by avoiding development in risky locations.

Avoid use or development of hazard- prone coastal reserves to minimise risk and preserve natural processes. New structures are only considered if they cannot be feasibly located elsewhere.

Do nothing

Take no immediate action but prepare for change

- **Investment in existing coastal assets is avoided unless** they will remain useful for a reasonable timeframe. Instead, prioritise resilient assets that can adapt to changing conditions and provide long-term community benefit.
- This may include reducing levels of service for coastal reserves.
- This may include reviewing lease agreements for existing buildings and structures based on cost, safety, recreational and environmental benefits.

Relocation

Relocate away from hazard-prone areas.

- **Over time relocate existing coastal recreation structures/ assets** from high-risk hazard areas to safer locations. Where feasible, allowing more space for natural coastal processes to occur to reduce long-term risks to public structures in coastal parks and reserves.

Protect

Prioritise natural solutions to shield climate hazards.

- **Implement protective measures** to support long-term resilience for coastal reserves with a focus on prioritising nature-based adaptation actions for coastal protection and erosion control wherever feasible (e.g. dune restoration, living shorelines, reduce erosion).

Accommodate

Retrofit or adjust to live with increased hazards.

- **Retrofit or upgrade existing coastal structures** to improve resilience to climate impacts where relocation is not immediately viable, with decisions guided by cost- benefit analysis.
- **Design recreational coastal infrastructure** to be adaptable to increasing sea-level rise, erosion, and storm impacts over time.

21 Council's broader climate adaptation planning adopts a 100-year perspective and is planning to involve detailed community processes to determine climate adaptation pathways for infrastructure, roads, and stormwater assets. While complementing this long-term strategy, Tātou ki Uta focuses on immediate and medium-term approaches for coastal reserve areas and recreational activities, ensuring resources are not wasted on structures that cannot be sustained in the long term.

Pathway 5.3
Manage the threat and impact of wildfires

Why this matters

Wildfires pose a threat to Wellington's coastal environment, particularly as climate change increases the likelihood of longer, hotter, and drier summers. Many coastal plant species – such as gorse, mānuka, and bracken – are highly flammable, making some areas particularly vulnerable. Te Kopahou Reserve is especially at risk due to its extensive dry vegetation, rugged terrain, and exposure to strong coastal winds, which can rapidly spread fire. A wildfire in this area could endanger natural habitats, recreational spaces, and nearby communities.

While campfires on beaches are a traditional activity in New Zealand, they contribute to fire risk if not properly managed. Other ignition sources – such as vehicles, discarded cigarettes, and sparks from equipment – also increase the likelihood of wildfires.

Management policy

a. **Collaborate with FENZ to monitor fire risk levels** and communicate seasonal restrictions and safety practices to reserve users.
b. **Raise public awareness about fire risk and safety** including current fire risk levels, seasonal restrictions, and high-risk activities (eg campfires, smoking, use of machinery near dry vegetation).
c. **Manage fire risks in accordance with Fire and Emergency New Zealand's seasonal restrictions[21] and, the Wellington City Bylaws.**



22 FENZ sets fire restrictions using a three-tiered system based on weather conditions, vegetation dryness, and fire risk levels. These restrictions are designed to reduce the likelihood of wildfires, protect communities and ecosystems, and ensure emergency services can respond effectively. The fire risk levels are:
- Open Fire Season – Fire risk is low, and fires are allowed in designated areas with standard safety precautions.
- Restricted Fire Season – Fire risk is moderate to high, and fires are only allowed with a FENZ permit. This ensures fires are monitored and managed to prevent uncontrolled wildfires.
- Prohibited Fire Season – Fire risk is extreme, and all fires, including permitted ones, are banned. This is enforced when conditions – such as prolonged dry weather and high winds – create a serious wildfire threat.

Actions

Nature first approach to resilience

#	Actions	Funding status	Time frame
1	Develop guidelines to support decisions around fire restrictions, manage fire risks on beaches and support responsible fire behaviour.	E	Short
2	Through the climate adaptation planning process, explore opportunities to reconnect front and back dune systems to enhance coastal resilience.	E/N	Long
3	Explore establishing beach monitoring programmes to track sand movement, understand coastal dynamics, and support the development of nature-based adaptation strategies.	N	Short
4	Work with Greater Wellington Regional Council to assess and develop an approach to the future of private boat sheds along the foreshore, given their exposure to sea-level rise and coastal hazards.	E	Medium
6	Work with contractors and maintenance teams to review and align post-storm clean-up protocols with ecological objectives, so that natural materials are retained or returned to the beach rather than removed from the system.	E	Short

Funding status key

E Existing funding covers delivery
N Needs new funding, subject to approval
E/N Review covered by existing funds; implementation may need new funding

Time frame key

Short (0–4 years)
Medium (5–7 years)
Long (8+ years)



3

Whakahaere Whenua

Land administration

Wellington's public coastal areas[22] (including reserves) will be managed in accordance with the values and pathways outlined in this plan and the reserves will be managed in line with their classification under the Reserves Act 1977. This section provides a framework for how coastal land owned or managed by Wellington City Council is administered, covering reserve classifications, land acquisition, leases, and encroachment management.

23 This plan includes both land classified as reserves under the Reserves Act 1977 and other Council-managed coastal land, including coastal roads. It provides direction for publicly owned coastal land between Oriental Bay and Karori Stream, encompassing shorelines, coastal platforms, and escarpments as set out in the schedule of the sector sections.



Reserve Act classifications

The plan should be read in conjunction with the **Reserves Act 1977**, which provides the legal basis for reserve management. Section 16 of the Reserves Act 1977 requires reserves to be classified under sections 17–23 according to their principal or primary purpose to reflect the values and management objectives of each reserve.

The classifications of coastal reserves have been reviewed to ensure they are still appropriate and those used are described in the table. Any proposed classification changes are documented in the land schedule section of this plan.

Reserve Act Section	Reserve classification	Primary purpose
s.17(1)	Recreation Reserve	*"for the purpose of providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities, including recreational tracks in the countryside"*
s.18(1)	Local Purpose Reserve	*"for the purpose of providing and retaining areas for such local purpose or purposes as are specified in any classification of the reserve."*
s.19(1)	Scenic Reserve	*"for the purpose of protecting and preserving in perpetuity for their intrinsic worth and for the benefit, use, and enjoyment of the public, suitable areas possessing such qualities of scenic interest, beauty, or natural features or landscape"*
s.23(1)	Historic Reserve	*"for the purpose of protecting and preserving in perpetuity such places, objects, and natural features, and such things thereon or therein contained, as are of historic, archaeological, cultural, educational, and other special interest."*

Adding new land to the coastal reserve network

As Wellington's coastal environment evolves, opportunities may arise to add new land to the coastal reserve network to ensure long-term protection of public access, recreation, and conservation values. Where appropriate, this land may be classified as reserves under the Reserves Act 1977. Potential additions to the coastal reserve network include:

- **Coastal land may be integrated into reserves through climate adaptation planning**, such as landward relocation of infrastructure or shoreline changes, ensuring these areas are managed in alignment with this plan.
- **Road stopping may be considered in exceptional cases where coastal road edges primarily serve recreational or environmental** purposes, enabling their reclassification as reserves where legally and operationally appropriate.
- **Open space areas on the coastal edge that are legally road are managed under this plan** but not classified reserve due to the uncertainties such as rising sea level, infrastructure requirements, and legal and survey costs associated with the dynamic coastal edge.

Land use and encroachment

Leases, licences, and easements will be used where necessary to facilitate appropriate use and good management of reserve land.

Unauthorised encroachments will be managed through the process outlined in Appendix A of this plan.

Managing adjacent land and road reserves

Council-owned land adjacent to coastal reserves including the unformed road will be managed in alignment with this plan's policies, prioritising ecological, cultural, and recreational outcomes.

Mana whenua–owned land with reserve functions

Taputeranga Island is owned by Ngāti Toa under the Ngāti Toa Rangatira Claims Settlement Act 2014. The island remains a reserve under the Reserves Act 1977, with Wellington City Council as the administering body. Under this plan the Council continues to manage the reserve in partnership with Ngāti Toa, recognising their mana whenua status and decision-making authority while ensuring management aligns with the settlement agreement.

Part of Ōruaiti Reserve is owned by Taranaki Whānui ki Te Upoko o Te Ika under the Port Nicholson Block Settlement Act 2009. While the land is held in fee simple title by the iwi, it is administered by Council as a public reserve. This plan supports ongoing partnership management, recognising the cultural significance of the site to Taranaki Whānui and ensuring alignment with the settlement intent while upholding public access. Where there are policy conflicts, the Ōruaiti Reserve Management Plan (2011) takes precedence, or provides additional site-specific direction not covered in this plan. Options for documenting Ōruaiti's future management will be further considered when its reserve plan is next reviewed.

Coastal land exclusions

Most of the coastal area between Karori Stream and Oriental Bay is included in this plan, covering land between the high-water mark and the coastal road in public ownership. The following areas are excluded due to different ownership or legal frameworks:

- **Privately owned coastal land**, including the western end of Lyall Bay and port land along Shelly Bay Road, is not part of this plan. While public ownership may be desirable in some cases, the cost and limited public benefit mean the Council will not actively pursue acquisition at this time.
- **Crown-owned reserves**, including Pariwhero/Red Rocks Scientific Reserve and Te Rimurapa/ Sinclair Head Scientific Reserve, are managed by the Department of Conservation (DOC) and are not covered by this plan.

Estuaries

A small number of estuaries along the Wellington coast, including the Kaiwharawhara Estuary and the Mākara Stream estuary, sit outside the formal scope of this plan. For practical purposes they will be managed in line with this plan's policies and values until specific reserve management plans or other statutory frameworks are developed. This ensures continuity in protecting ecological, cultural, and recreational values while recognising that detailed direction will follow through future planning processes.

Relationship to other plans

The Coastal Reserves Management Plan takes precedence over relevant sections of the Outer Green Belt Management Plan 2019 and Suburban Reserves Management Plan 2015 where they overlap.

For Ōruaiti Reserve, the Ōruaiti Reserve Management Plan 2011 continues to apply as described under *Mana Whenua-owned land with reserves function*.

Future climate adaptation plans may require updates to this plan. The Reserves Act 1977 (Section 41(4)) provides for ongoing review to ensure the plan reflects changing circumstances.

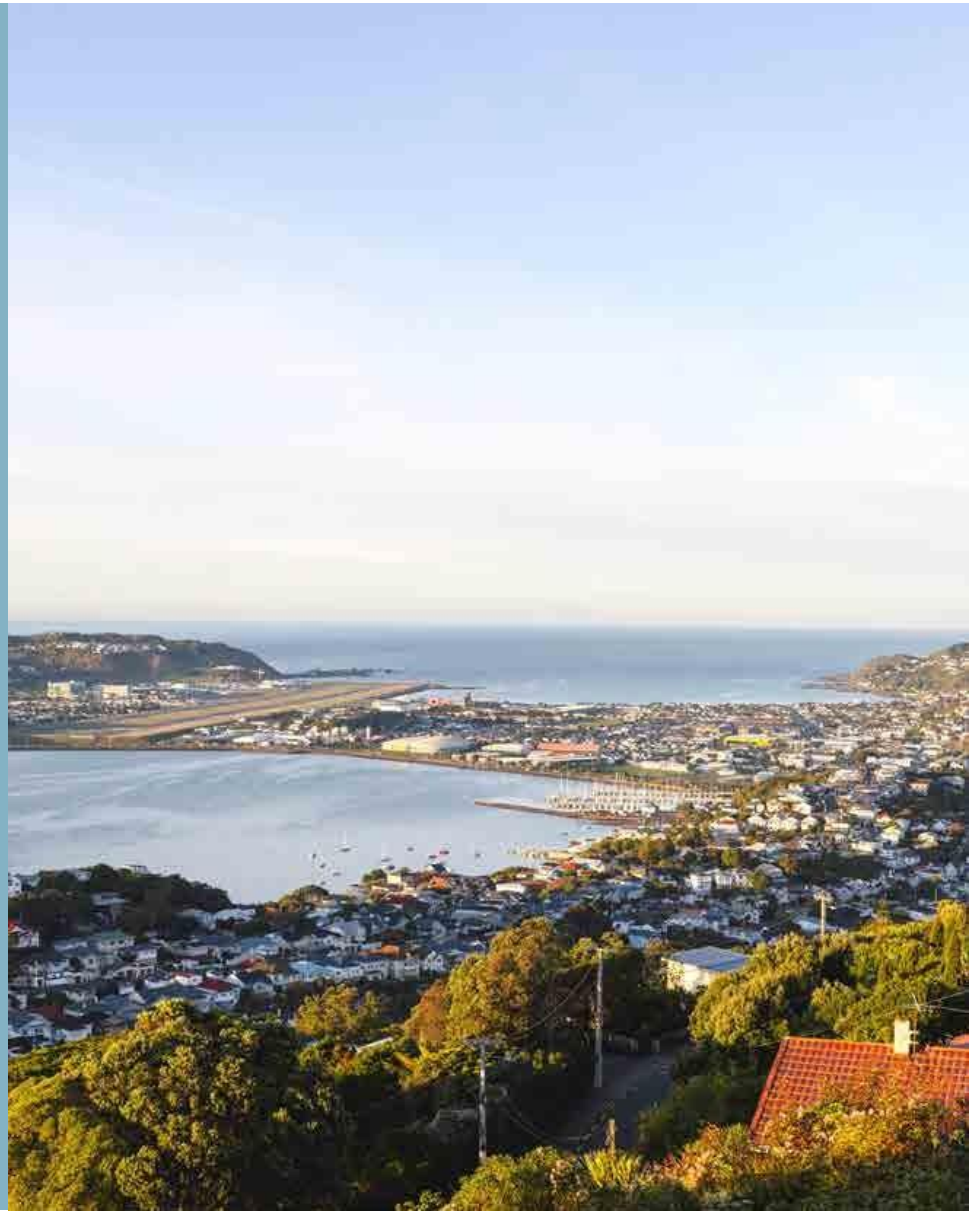
4

Ngā Rāngai Whakahaere

Management sectors

This section outlines sector-specific policy and actions for eight geographic areas (management sectors) covered in Tātou ki Uta. Each sector describes key values, significant features, and challenges unique to that area while aligning with the broader values and pathways outlined in Section 2. Maps of each sector show the reserve land and key features, together with legal and other land administration information.

Wellington City Council



Contents

Sector 1
Te Kopahou coast and coastal route

This sector includes the reserve land on the coastal escarpment on the seaward side of Te Kopahou Reserve, as well as the shore platform and coastal road, which extends from the end of Ōwhiro Bay Road to Karori Stream. It features Pariwhero (Red Rocks).

People regularly walk, bike, and drive 4WD vehicles along this coast to experience the coastal environment, fish, and dive.

The reserves in this sector are classified as Scenic Reserve (Category B), Historic Reserve, and Local Purpose Reserve (Information Centre), as shown on the schedule map. The sector also includes the unformed legal road or coastal route and scientific reserves administered by the Department of Conservation.



1.1 Enduring connection to the landscape

The beach and coastal escarpment of Te Kopahou along Te Moana o Raukawa (Cook Strait) are steeped in cultural, historical, and landscape significance, marking the most remote and rugged part of the area covered by this plan.

The dramatic steep cliffs, rock screes, and resilient vegetation rise to nearly 300m in places, curving toward the prominent Te Rimurapa (Sinclair Head). Below lies a narrow shore platform with shingle beaches, small dunes, and rocky outcrops. Powerful tides flow through Te Moana o Raukawakawa, one of the most perilous stretches of water in the world, underscoring the ocean's dynamic energy.

This dramatic environment has been a vital route for iwi, abundant in kai and home to kekeno (seals), attracting notable figures like Te Rauparaha and serving as an important place to fill the pātaka kai. Traces of early settlements – urupā, karaka groves, and pā sites including Makure rua Pā, Wai komaru Pā, Taumata Patiti Pā– affirm the deep historical and cultural connections that anchor this area.



Key sites and stories of significance

The coastal route was essential for Ngāti Toa, serving as a pathway for both sustenance and further conquests to the south. As Maria Pomare[23] recounts about the 1819 expedition involving Te Rauparaha: *"The party carried on to Porirua, Ōhāriu, right around Te Rimurapa and Ōmere, as far as Pōneke... Te Rauparaha's party ate seals along the coast."* At Ōmere, a prominent lookout over Cook Strait, Te Rauparaha spotted a ship – an event that underscored the strategic importance of the coast. As Ngāti Toa noted: *"This not only highlighted the strategic importance of the Cook Strait as a major highway but also the importance of the southwest coast as an important vantage point and node of access."*

Pariwhero (Red Rocks), meaning Red cliffs, is a landmark deeply tied to Māori tradition. Its red rocks are said to represent either the blood of Māui or the grief of the daughters of Kupe. The unique basaltic pillow lava formations, created by underwater volcanic activity, add further geological and cultural intrigue.

Te Rimurapa (Sinclair Head) was a Māori settlement and later served as a WWII observation post, with visible bunkers marking its history.

Toka Haere (Thoms Rock) or "demon rock" is known for its deceptive nature and historical peril. It is closely tied to the story of the Three Brothers shipwreck, which claimed the life of Horomona Matakape.

Ōwhiro Bay Quarry, active for over 90 years, significantly altered the escarpment before its closure in 2000. Its rehabilitation has opened opportunities for ecological restoration, with 14,000 plants stabilising the area from Te Hape Stream to Te Rimurapa since 2000. The site is still unstable. The quarry face exposes an earthquake fault, a stark reminder of Wellington's seismic history.

Historic Baches at Mestanes Bay and Red Rocks are recognised by the Heritage New Zealand Pouhere Tāonga and offer a glimpse into early 20th-century coastal life, reflecting a period of resilience and community along the coast.



Management policy

a. Work with mana whenua to **implement cultural restoration initiatives** in Te Kopahou Reserve. A specific cultural restoration plan for Te Kopahou will consider:
   i. Naming conventions to reflect cultural heritage and significance.
   ii. Indigenous design approaches for entranceways and park elements.
   iii. Research and restoration of original indigenous vegetation.
   iv. Opportunities to reintroduce taonga species such as kiwi or tītī.
   v. Dedicated karaka restoration projects, including tikanga-based initiatives.
   vi. Enhancing cultural harvesting opportunities for harakeke and other species.
   vii. Protection to preserve former pā, middens, and archaeological sites.

b. **Protect the dark sky environment at Te Kopahou** by restricting artificial lighting, enhancing opportunities for stargazing and aurora viewing while safeguarding nocturnal wildlife habitats.

24 Maria Pomare, as quoted in the Ngāti Toa Cultural Values Assessment.

12 Access to the coast for recreation and enjoyment

The coastal edge of Te Kopahou offers diverse outdoor recreation opportunities in a rugged yet coastal setting near Wellington, attracting both locals and visitors from out of town.

Nearly half of Wellingtonians surveyed in 2024 report they visit annually for activities such as walking,surfing, mountain biking, diving, fishing, horse riding, and 4WD exploration. Visitors also enjoy educational displays, coffees from the coffee cart, and freedom camping.

The reserve's track and coastal unformed road network connect visitors to Pariwhero/Red Rocks, Te Rimurapa (Sinclair Head), cultural heritage sites, and seal colonies. Track data from 2021 indicates that a large majority of visitors access the reserve on foot, with the remainder arriving by vehicle or bicycle. The 2021 Te Kopahou Track Network Plan proposes enhancements, including new routes along Waipapa Stream and Te Rimurapa (Sinclair Head).

Through public engagement, we heard strong concerns about environmental impacts, safety issues, antisocial behaviour, and illegal poaching, alongside recognition of the coast's value for recreation such as diving, fishing, four-wheel driving, and dirt biking. Some of these activities are sometimes at odds with one another, particularly where vehicle access conflicts with the protection of Te Kopahou's unique ecology and cultural values. This plan seeks to find a middle ground by balancing recreation with long-term conservation and cultural priorities.

Historic baches at Mestanes Bay and Red Rocks, located on reserve land under council leases, provide accommodation for leaseholders and enhance park safety by ensuring a surveillance presence in remote areas.



Management policy

a. **Manage vehicle access on the unformed coastal route** to balance recreation and conservation by:

i. **Restricting public vehicle access during high-risk periods**, such as, but not limited to, prohibited fire seasons, swell events, or biosecurity outbreaks, to protect public safety and the environment.

ii. **Managing vehicle access through time-based restrictions**, including:

A. Closing the gate on Sundays and on half the public holidays (New Year's Day, Waitangi Day, Easter Monday, Matariki, Labour Day, and Christmas Day), to reduce peak-time traffic, protect the environment, and support non-vehicle recreation.

B. Night-time gate closures from October to April (9pm to 6am) and May to September(7pm to 6am) to enhance safety and deter antisocial behaviour, including poaching, fires, and unauthorised freedom camping.

.

i. **Monitoring vehicle access and** its impacts on environmental outcomes and recreational use, and adjusting the approach based on findings..

ii. Drawing on this monitoring evidence (i), **investigate a permit system** for 4WD access to promote responsible use and reduce environmental and safety risks, while ensuring the system is easy to administer**.**

iii. **Support education for vehicle** users on the impacts to the coastal environment.

iv. **Promote safe speeds,** responsible behaviour and awareness of shared use along the unformed coastal road**.**

v. **Protect biodiversity sites from vehicle damage through the strategic placement of boulders, logs,** or other physical barriers, where practical, in partnership with the community and adjacent landowners**.**

vi. **Provide gate access to the coast** for bach owners at any time between Te Kopahou Carpark and Devils' Gate.

b. **Retain current leases for historic baches at Mestanes Bay and Red Rocks** under current conditions that align with the reserve's natural character, which includes:

i. **Ownership reverts to the Council when a lease** is relinquished – either voluntarily, upon the lessee's death, or if a bach becomes uninhabitable or is destroyed.

ii. **Prohibit major alterations**, rebuilding, and permanent living in baches.

iii. Monitor bach use, encroachments, and unauthorised expansions.

c. **Continue implementing the 2021 Te Kopahou Track Network Plan** to enhance visitor access and recreation opportunities.

d. **Maintain the Te Kopahou Visitor Centre** as a significant coastal area and gateway to the wild southwest:

i. Ensuring it is an accessible destination where people with access needs can experience and enjoy the rugged coast, with comprehensive visitor information provided.

ii. Incorporate and enhance cultural and educational elements that reflect the area's unique heritage and significance.

iii. Showcase and promote horticultural gardens featuring Wellington's native coastal plants, serving as an educational and visual highlight.

iv. Providing ample car parking to support visitors stopping at the site.

v. Allowing ancillary commercial activities (such as a coffee cart) that align with the purpose of the reserve.

e. Enable **responsible freedom camping** at the Te Kopahou Visitors Centre Carpark.



1.3 Protection and restoration of coastal ecosystems

The coastal edge of Te Kopahou is a vital ecological area, identified in Wellington's District Plan and GWRC's environmental frameworks, and hosts a wide range of threatened native species and unique coastal habitats.

Its rugged terrain, harsh climate, and steep escarpments contribute to its distinctive natural character, supporting some important ecosystems, This includes regionally important sites such as the Kinnoull dunes — the largest intact dune system remaining on the south coast — and the Karori Stream estuary. These areas, alongside shingle beaches and marine mammal haul-outs, are home to regionally significant and rare plant species, including ngutukāka (Cook Strait kōwhai), tūmatakuru (speargrass), and threatened coastal birds, such as the banded dotterel. Other flora, like kohekohe, tītoki (New Zealand oak), and northern rātā, persist in limited patches due to browsing pressure. Despite these pressures, the coastal and marine habitats of Te Kopahou are of high conservation value and require ongoing habitat restoration, pest control, and protection to ensure the survival of these native ecosystems.

Management policy

a. **Collaborate with GWRC on the Key Native Ecosystem[2] (KNE) Operational Plan** for the Wellington south coast, ensuring targeted protection for threatened areas such as Kinnoull dunes and Karori Stream mouth.

b. **Support the restoration of native bird populations** such as tītī or kiwi, by working with partners, creating suitable habitat conditions, reducing predation risks, and exploring opportunities for species reintroduction where ecologically appropriate.

c. **Support native plant re-establishment** and genetic diversity through ongoing seed collection efforts.

d. Work with the DOC to provide clear guidelines and information to **minimise human interference with seal haul-outs.**

e. **Manage the former Ōwhiro Bay Quarry** in alignment with the *Ōwhiro Bay Quarry Closure Management Plan 2000*.

f. Promote public awareness and stewardship of Te Kopahou through **education initiatives and engagement activities.**

g. Continue to support MPI's efforts to **deter poaching** along the coast.

h. Collaborate with adjoining landowners to control wild animals, including pigs and deer, to reduce their adverse impacts on regenerating vegetation.

[2] A *Key Native Ecosystem (KNE)* is a habitat identified by GWRC as one of the best remaining examples of biodiversity in the region.

1.4 Nature-first approach to resilience

The coastal edge of Te Kopahou faces significant environmental challenges stemming from its steep, eroding escarpments, exposure to powerful tidal surges, and frequent southerly storms.

The rugged cliffs and shoreline are unstable, with ongoing slips and erosion complicating infrastructure maintenance. The carpark at the base of the escarpment is particularly vulnerable, as erosion continues to expose coastal fill and the construction materials used in its formation. The unformed legal road running along the beach is similarly at risk, with frequent slips and storm damage posing persistent maintenance difficulties. Te Kopahou coastline is also considered a high-risk fire area due to its flammable vegetation, including gorse, tauhini, tauhinu (cottonwood), and mānuka. Additionally, the coastal platform is critical to emergency evacuation and maritime disaster response in the hazardous Cook Strait area, necessitating careful consideration of access and preparedness.

Management policy

a. **Coordinate with Fire and Emergency New Zealand (FENZ)** to support a tactical fire management plan for Te Kopahou reducing wildfire risks while maintaining public safety and ecological values. This may include restricting road access during high-risk fire season in line with FENZ guidelines.

b. **Support and collaborate with Maritime NZ** and GWRC as they lead efforts to assess and improve emergency access protocols for disaster response in the Cook Strait area..

c. **Allow the unformed coastal route in Te Kopahou Reserve to recede naturally** as coastal processes reshape it. As sea-level rise and storms increasingly impact the route, maintain a low level of service for road upkeep, with no formal maintenance except where required for hazard management and public safety. This means:

- Clearing slips only where necessary to keep 4WD access feasible.
- Not re-forming washed-out sections, allowing those areas to transition to beach driving where possible.
- Not reinstating riprap or erosion protection, enabling natural processes to shape the road.



Te Kopahou Coast and Coastal Route | Action table

#	Actions	Funding status	Time frame
1	Continue developing the cultural restoration plan for Te Kopahou, then roll out its implementation in collaboration with mana whenua. This will include exploring the potential restoration of the name Te Kapohau Reserve.	E	Long
2	Scope a feasibility study to support mana whenua aspirations for seabird and species restoration, assessing viability, identifying suitable reintroduction sites, and guiding habitat restoration and predator control efforts.	N	Medium
~~3~~. Work with the community and adjacent landowners to identify priority biodiversity sites at risk from vehicle damage, and establish a process for placing low-impact barriers such as boulders and logs to protect biodiversity.		E	Short
4	Investigate design solutions to stabilise erosion issues at Te Kopahou Visitor Centre Entrance.	N	Short
5	Investigate establishing a permit system for 4WD access to Te Kopahou Reserve to promote responsible use and minimise environmental impacts.	E	Medium
6	Scope, renew and update the Te Kopahou Visitor Information Centre interpretation with refreshed content, improving its role as a hub for visitor education. Including looking at the earthquake fault exposure.	E	Medium
7	Implement night-time vehicle closures from October to April (9pm–6 am) and from May to September (7pm–6 am), supported by Sunday and selected public holiday closures. Apply a lock-in fee for vehicles exiting outside the stated hours. Implement through a traffic resolution.	E	Short
8. Investigate opportunities for cultural and ecological monitoring of kekeno in partnership with mana whenua and DOC		N	Medium

Funding status key

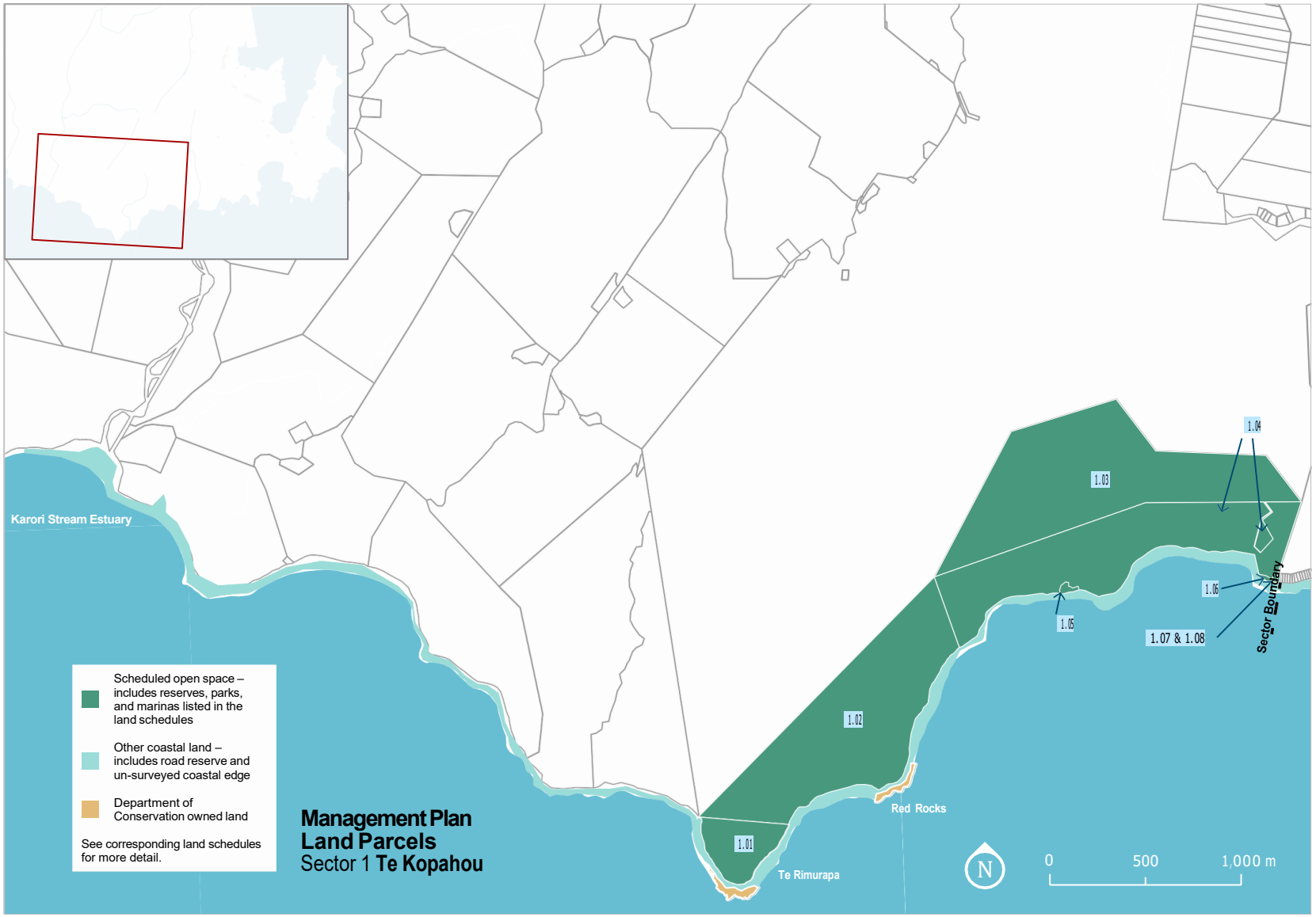
E Existing funding covers delivery
N Needs new funding, subject to approval
E/N Review covered by existing funds; implementation may need new funding

Time frame key

Short (0–4 years)
Medium (5–7 years)
Long (8+ years)

Te Kopahou Coast and Coastal Route | Land schedule

Map ref	Reserve Name (in NZ Gazette or Statute)	WCC Operational Name	WCC site number	Legal description	Record of Title	LINZ Parcel ID	Land area (ha)	Reserves Act classification	NZ Gazette Notice or Statutory Action	Notes
1.01	Te Rimurapa/ Sinclair Head	Te Rimurapa/ Sinclair Head	1086	Section 100 Terawhiti DIST	WN42D/763	3942217	10.4712	Historic Reserve	2010 p3493	
1.02	Pariwhero/ Red Rocks	Pariwhero/ Red Rocks	1945	Lot 1 Deposited Plan 28821	WN41A/291	3997542	65.5085	Historic Reserve	2010 p3493	
1.03	Owhiro Bay Quarry	Owhiro Bay Quarry	2327	Lot 1 Deposited Plan 61218	WN39D/222	3894990	71.6350	Scenic Reserve (b)	2014-in7136	
1.04	Owhiro Bay Quarry	Owhiro Bay Quarry	2327	Sec 3 SO 431795 (Part Lot 1 DP 26786 & part Lot 1 DP 26908)	WN39D/222	4060397, 3956119	54.5950	Scenic Reserve (b)	2014-in7136	
1.05	Owhiro Bay Quarry	Owhiro Bay Quarry	2327	Sec 2 SO 431795 (Part Lot 1 DP 26786)	WN39D/222	7341734	0.3414	Historic Reserve	2014-in7136	
1.06	Owhiro Bay Quarry	Owhiro Bay Quarry	2327	Sec 1 SO 431795 (Part Lot 1 DP 26786)	WN39D/222	7341733	0.1281	Local Purpose (Information Centre) Reserve	2014-in7136	
1.07	Owhiro Bay Parade	Owhiro Bay Parade	2327	Lot 1 DP 10394	WN21C/11	3815533	0.1192	Scenic Reserve (b)	2014-in7136	
1.08	Owhiro Bay Parade	Owhiro Bay Parade	2327	Lot 2 DP 10394	WN479/226	3860842	0.0580	Scenic Reserve (b)	2014-in7136	


Karori Stream Estuary
1.01
1.02
1.03
1.04
1.05
1.06
1.07 & 1.08
Sector Boundary
Red Rocks
Te Rimurapa
Scheduled open space – includes reserves, parks, and marinas listed in the land schedules
Other coastal land – includes road reserve and un-surveyed coastal edge
Department of Conservation owned land
See corresponding land schedules for more detail.
Management Plan
Land Parcels
Sector 1 Te Kopahou
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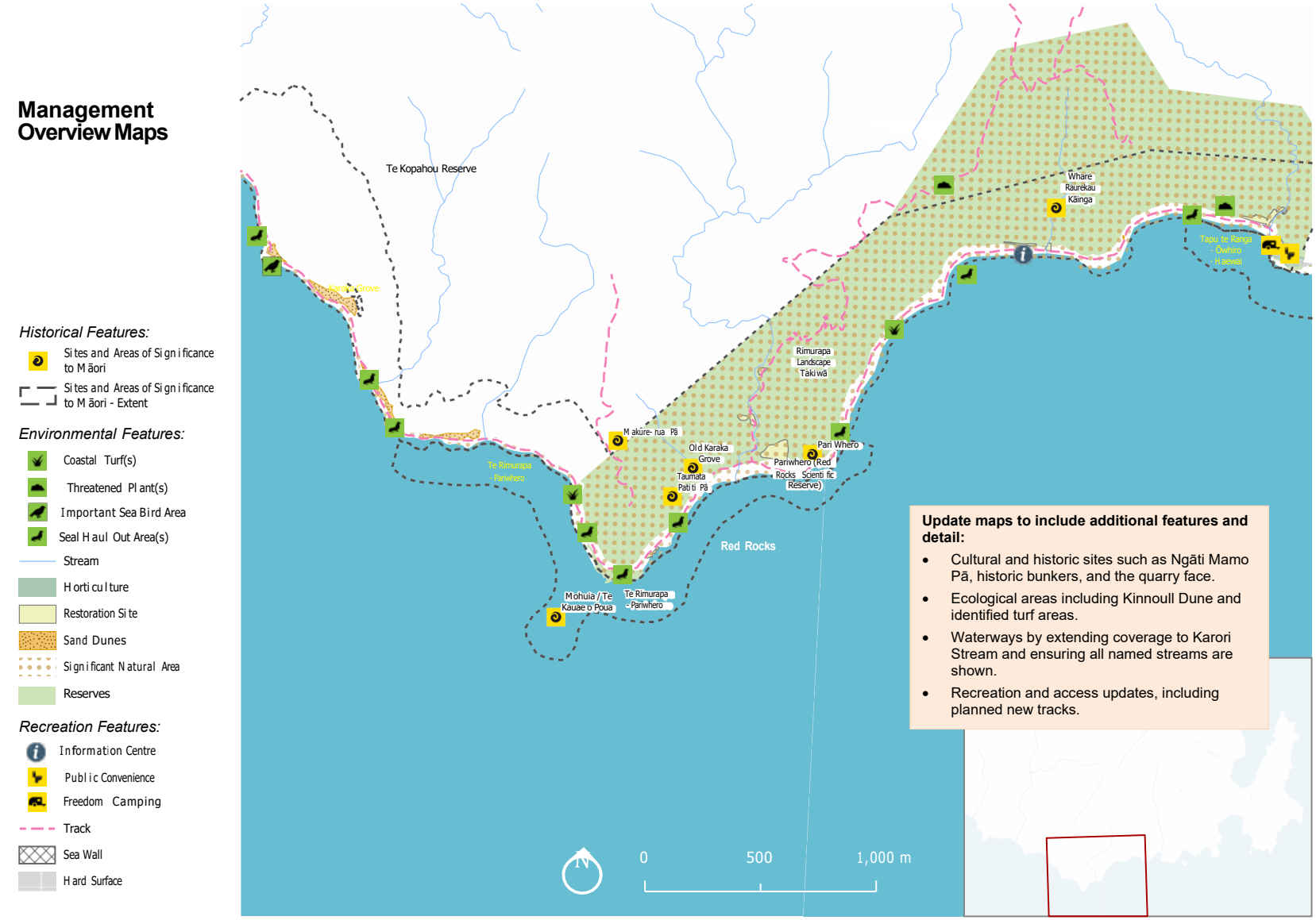
Management Overview Maps



Sector 2
Southern Bays

The Southern Bays sector spans approximately 5km of rugged coastline along Te Moana o Raukawakawa (Cook Strait) between Ōwhiro Bay and Te Raekaihau Point.

It encompasses Ōwhiro Bay, Island Bay, Houghton Bay, and Princess Bay and Taputeranga Island. It includes Recreation Reserves, Scenic Reserves, Historic Reserves and Local Purpose Reserves as detailed in the land schedules and is adjacent to the Taputeranga Marine Reserve.



2.1 Enduring connection to the landscape

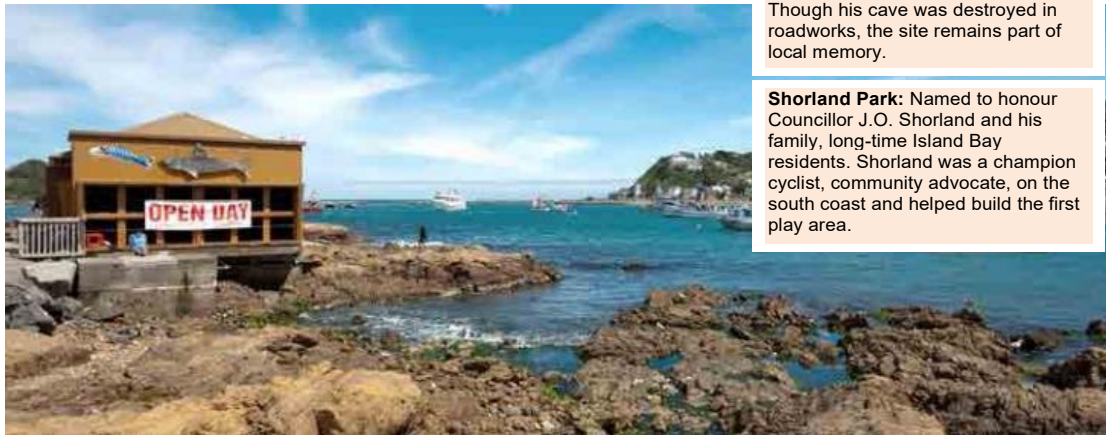
The Southern Bays sector has been shaped by the strong winds, tides, and swells of Te Moana o Raukawakawa, as well as by tectonic activity.

The headlands are characterised by narrow shore platforms uplifted during the 1855 Wairarapa earthquake, steep escarpments, rocky reefs, and relic dunes, which reflect the area's dynamic geological history. In contrast, the gravel and sandy bays of Island Bay and Princess Bay are more sheltered and, in the case of Island Bay, is the only sheltered anchorage on the south coast, protected from Taputeranga Island. The once more extensive dunes systems along this coast are now constrained by the coastal road and residential development.

Key sites and stories of significance

Historic pā and kāinga: The Southern Bays are rich in archaeological remnants of pā and kāinga, including Te Mapunga kāinga near the Island Bay foreshore, Uruhau Pā looking over Island Bay, the kumara pits near Ōwhiro Bay Stream, and Haewai kāinga at Houghton Bay. Te Mapunga, named for the black shag, reflects how seasonal bird behaviour guided fishing practices and signalled times of abundance. As mana whenua state *"The arrival of Te Mapunga in this area heralded a change in season, and better times to come as this bird was an expert fisher. It is said our people watched these birds to inform them where the fish were running, much like today."*

Italian and Shetland Fishing Communities and the blessing of the boats: A fishing village was established in Island Bay in the 1870s by newcomers from the Shetland Islands and Italy. Shetlanders introduced longline fishing and durable handmade buoys, while Italians brought Mediterranean fishing traditions. Together, they formed a vibrant community, commemorated annually through the "Blessing of the Boats" ceremony at the Island Bay Festival, which began in 1933. The boats circle Taputeranga Island for an anointing of safe passage and bountiful catches.



Memorial Band Rotunda: Built in 1930 as a war memorial, the Band Rotunda at Shorland Park serves as a venue for music and events during the Island Bay Festival.

The Hermit's Cave: In the late 19th and early 20th centuries, the 'Hermit of Island Bay' became a local character and tourist attraction. Though his cave was destroyed in roadworks, the site remains part of local memory.

Shorland Park: Named to honour Councillor J.O. Shorland and his family, long-time Island Bay residents. Shorland was a champion cyclist, community advocate, on the south coast and helped build the first play area.

Taputeranga Island

Taputeranga, translated as the “sacred gathering place” holds cultural and spiritual significance. This historic reserve, returned to Ngāti Toa under the Ngāti Toa Rangatira Claims Settlement Act 2014[24], It is an important site to Ngāti Toa Rangatira and the association with Te Moana o Raukawa (Cook Strait region).

In the 1820s, a decisive engagement occurred at Rangitātau Pā at Tarakena Bay when Ngāti Ira were defeated by a force led by Pomare of Ngāti Mutunga and also included Ngāti Toa Rangatira.At that time Pomare was married to Te Rauparaha’s niece, Tāwhiti. The survivors were taken to Taputeranga Island to await their fate and the arrival of Te Rangihaeata. The Ngāti Ira ariki tapairu (chieftainess) Tamairangi and her son Te Kekerengu were also held captive. Te Rangihaeata decided to spare the lives of the captives and Te Kekerengu presented Te Rangihaeata with the famous mere pounamu (greenstone club) named Tāwhito Whenua as a symbol of the transfer of mana whenua.

This history forms an important chapter in the story of Ngāti Toa Rangatira and the rights and interests of the iwi in the lower North Island and association with the Kaikōura coast at Kekerengu.

Taputeranga remains connected to Ngāti Toa Rangatira through whakapapa, customary use and the exercise of kaitiakitanga. The values of Taputeranga are associated with the symbolic nature of the island and as a pouwhenua, mahinga kai, ngā tohu o te moana, wāhi tapu and wāhi maumahara

Taranaki Whānui also maintain enduring connections to Taputeranga, reflected in whakapapa, ancestral use, and continued ahi kā in the surrounding area

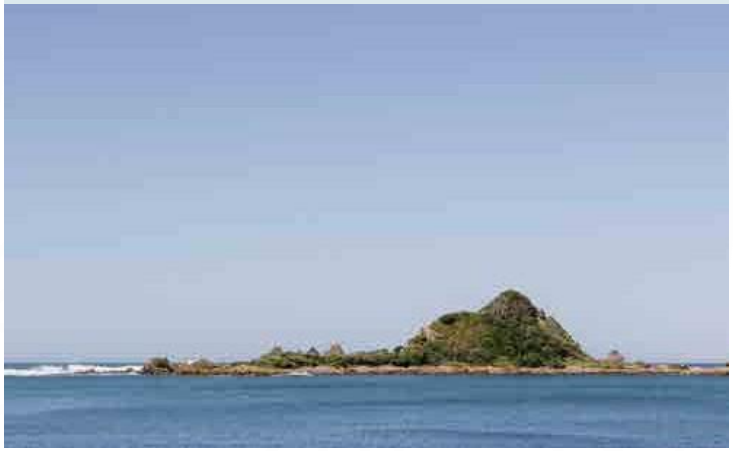
Management policy

a. **Manage Taputeranga Island in partnership with Ngāti Toa,** supporting their leadership in cultural restoration and ecological care.

b. **Support the development of a cultural and ecological restoration plan for Taputeranga Island** to replace the existing 2011 ecological restoration plan.

c. **Protect the dark sky environment in Southern Bays** by restricting artificial lighting where feasible to enhance stargazing, aurora viewing, and nocturnal wildlife habitats.

d. **Recognise and protect historic and archaeological sites across the park spaces of Southern Bays** by working with mana whenua to ensure their significance is acknowledged through appropriate renaming, interpretation, and protect



Under this legislation Wellington City Council is the administering body of the reserve.

22 Access to the coast for recreation and enjoyment

The Southern Bays sector offers a variety of recreational opportunities across its bays. Island Bay stands out as a key destination, with 73% of Wellingtonians visited it in the past year.

The beach is a favourite swimming spot, complemented by Shorland Park's popular play area, volleyball court, BBQ facilities, and the off-leash dog exercise area at Trent Street. The Bait House Marine Education Centre provides learning opportunities, while the former Surf Life Saving Building offers a bookable space for events. Visitors can explore the marine environment via a snorkelling trail in Island Bay as well as key training and recreational dive sites at Sirens Rocks and Houghton Bay. As the endpoint for the Te Araroa Trail, the Southern Walkway, and the City to Sea Walkway,. These trail areas are recognised in the Wellington Regional Trails for the Future Framework 2017 as signature trails.



Princess Bay is a well-used summer destination, with 41% of Wellingtonians visiting in the past year. Nearby, scenic walking tracks at Te Raekaihau Point and Oku Street Reserve offer coastal exploration opportunities. Houghton Bay is Wellington's second most popular surfing location and has a designated dog exercise area, while Ōwhiro Bay provides opportunities for swimming, picnicking, rock pooling, and exploring coastal features. The boat ramp at Ōwhiro Bay and launching site at Island Bay provide key launching points for boaties, supporting recreational fishing, diving, and coastal access.

Management policy

a. **Manage Island Bay as a primary coastal area and visitor destination by:**

i. Maintaining year-round public access to key amenities, including toilets and showers to support recreational use.

ii. Maintaining Shorland Park as a well-equipped destination play area that caters to a wide range of users, including accessibility needs.

iii. Managing sand accumulation around public facilities at Island Bay to enable access while minimising interference with natural coastal processes.

iv. Supporting community events, cultural activities, and recreational activations that align with the values of the coastal environment.

b. **Manage Princess Bay as a primary coastal area** and visitor destination by maintaining public facilities, including toilets, changing rooms, and parking, to meet visitor needs while ensuring environmental sensitivity.

c. **Maintain the track network by:**

i. Ensuring clear and visible signage for the City to Sea Walkway and Southern Walkway entrances and along the route to support visitor navigation at Island Bay in alignment with the Wellington Regional Trails for the Future Framework 2017.

ii. Supporting connectivity and accessibility of track networks at Oku Street Reserve and Te Raekaihau Point headland to provide recreationalopportunities.

f. Recognise Sirens Rocks and Houghton Bay as **important dive sites** for recreation and training.

g. **Recognise Houghton Bay** as Wellington's second most popular surf break, generally suited to intermediate and experienced surfers, and Island Bay/Taputeranga Island for its reef breaks for advanced surfers. Ensure land-based access and amenity needs are considered in future planning.

d. **Maintain public access to boat launching sites** at Ōwhiro Bay and Island Bay.

e. **Manage designated off-leash dog areas** at Houghton Bay Beach and Island Bay Beach to balance recreational needs with habitat

h. **Maintain the open lawn areas along Ōwhiro Bay Parade** as a neighbourhood park space for recreation.

2.3 Protection and restoration of coastal ecosystems

The Southern Bays sector supports diverse and ecologically significant habitats, including coastal wetlands, dune systems, rocky reefs, and estuarine environments.

It is also the next focus area for Predator Free Wellington, with efforts underway to make the area predator-free. Combined with its unique Cook Strait coastal environment, this makes the Southern Bays a vital ecological stronghold. The area is closely linked to the Taputeranga Marine Reserve, a marine biodiversity hotspot home to over 180 species, including pāua, kōura (crayfish), kina, and extensive kelp forests.Significant Natural Areas (SNAs) include:

Ōwhiro Bay and shore platform: This site features a coastal wetland and the Ōwhiro Stream estuary, one of Wellington's few īnanga spawning sites and a popular location for gulls. The stream supports migratory fish, shorebirds, penguins, and rare plants like pīngao and shore stonecrop.

Island Bay foreshore and dunes: Combining a rocky shore platform and dune system, this area supports native bird species, including kōrora. The dunes stabilise the coastline, support native biodiversity, and mitigate erosion. Community initiatives, led by the Island Bay Coast Care Group, have enabled the recovery of sand-binding plants like pīngao and spinifex, though visitor impacts, and infrastructure challenges persist.



Houghton Bay and Princess Bay dunes: This dynamic coastal system includes low dunes, coastal turf, and shingle beaches, providing critical habitats for skinks, geckos, reef herons, and penguins. Coastal turf at Houghton Bay and nearby rock stacks support threatened species, such as reef herons and red-billed gulls. However,

leachate from the former Houghton Valley landfill causes contaminated issues into the marine reserve.

Te Raekaihau Point: Rocky shore and reef system supporting species like kōrora and sparse vegetation. Restoration efforts focus on invasive weed control and native plant regeneration, trialling innovative methods such as light wells to support ecological recovery. A project is also underway to remove contamination from Te Raekaihau Point.

Taputeranga Island: A refuge for native seabirds, coastal vegetation, and at-risk lizard species. As an offshore island with limited human presence, it presents significant restoration opportunities, potentially enhancing biodiversity across the wider coastal ecosystem.

Management policy

a. **Maintain beaches in their natural state** by avoiding mechanical grooming, except where necessary for coastal resilience and public access.
b. **Support the long-term ecological restoration of** the inland side of the formed road at Te Raekaihau Point by controlling invasive weeds, restoring native coastal vegetation, and fostering community-led initiatives, including sustainable weed management trials by Te Ohu o Te Raekaihau.
c. **Support the protection and enhancement of Taputeranga Marine Reserve** by enabling and collaborating with relevent agencies and the community on anti-poaching measures.
d. **Continue to support efforts to mitigate water contamination** risks at Houghton Bay by collaborating with GWRC on stormwater management improvements and addressing historic landfill impacts.
e. **Support marine biodiversity initiatives** by working with partners, such as Mountains to Sea, Marine Education Centre Trust and Friends of Taputeranga Marine Reserve, to explore kelp restoration efforts and enhance natural coastal resilience.

24 Nature first approach to resilience

The Southern Bays sector faces significant challenges from rising sea levels, storm surges, and coastal erosion, with frequent and intense storms causing severe impacts on infrastructure, natural habitats, and recreational spaces.

Major storm events in 2013 and 2019 devastated sea walls, ecosystems, and public amenities, highlighting the vulnerability of this narrow coastal zone where the ocean, roads, and homes are tightly constrained. At Ōwhiro Bay beach, Council has regularly reshaped the sand to mitigate wave ramping and over topping, and reduce flooding from the modified estuary and nearby stream, but recurring flooding underscores the need for long-term solutions to restore natural hydrological functions. Similarly, the Sirens Rocks carpark remains unstable despite recent coastal armouring, with ongoing storm damage threatening its use. In Island Bay, coastal infrastructure, including public toilets and the Bait House, are increasingly exposed to storm-driven sand accumulation and erosion, raising the need for adaptive management, retreat strategies, and nature-based solutions.

Management policy

a. Enhance coastal resilience at Island Bay and Princess Bay by continuing dune restoration projects, using fencing and angled accessways where required to prevent trampling, and managing sand movement to balance infrastructure needs.

b. Monitor soft shorelines, which are most vulnerable to climate change and sea-level rise. Monitoring will improve understanding of beach processes, support predictions of shoreline response, and inform future adaptive management.

c. Plan and implement adaptive responses to manage the impacts of sea-level rise along the Southern Bays coast.



Southern Bays | **Action table**

#	Actions	Funding status	Time frame
1	Work with Ngāti Toa to develop and implement an updated cultural restoration plan for Taputeranga Island, building on the 2011 ecological restoration plan to ensure its cultural and ecological significance is actively protected and maintained.	E	Medium
2	Investigate modifications to the Island Bay Surf Life Saving Club and public toilet facilities at Island Bay Beach to improve access to public toilets and reduce sand burial impacts.	E	Medium
3	Investigate options to enhance the entranceways for the City to Sea Walkway, Southern Walkway, and Te Araroa Trail at Shorland Park, improving visibility and recognition of these key routes.	E	Medium
4	Assess and implement wayfinding, interpretation and track improvements at the Te Raekaihau Point headland, ensuring clear navigation and visitor information.	E	Medium
5. Support the restoration of historic names by: a. Restoring the name Uruhau Reserve to Melbourne Road Reserve b. Considering the name Mapunga Park to Shorland Park and naming the playground within it Shorland Play Area c. Exploring opportunities to restore other historic names in and around Houghton Bay, including View Road Park and Buckley Street Reserve.		E	Short
5	Incorporate narratives and interpretation into Shorland Park to reflect its history as the former Te Māpunga kāinga, a Māori settlement of Ngāi Tara and Ngāti Ira. Work with the historical society and descendants to also acknowledge Mr Shorland through interpretation at the site.	N	Medium
6	Investigate options to address erosion of the dune system at Princess Bay caused by the stormwater pipe and implement appropriate mitigation measures.	E	Short
7	Investigate opportunities to enhance coastal resilience at Ōwhiro Bay through coastal vegetation buffering, building on current beach management efforts and monitoring data.	E	Medium
8	Investigate long-term resilience options for the Sirens Rocks carpark to address overtopping swells and coastal hazards.	E	Medium
9	Develop a landscape and amenity plan for the Southern Bays coastline (see Value 3: Hononga Taiao – Action 3 for further scope).	N	Short
10. Consider the future of the bait house in context of coastal hazards, building strengthening, and lease renewal. Work with the Marine Education Trust on a plan for future building works.		E	Medium
11. Work with the Oku Street community group to enhance Oku Reserve and its connections by: improving entrances and connections(e.g. Severn Street), supporting community-led planting projects (including around the Sirens Rocks seawall)/		E	Short
12. Explore feasibility to improve the accessibility at Island Bay, considering pathways, entrances, and facilities are designed to accommodate people of all abilities		E/N	Long

Southern Bays | **Land schedule**

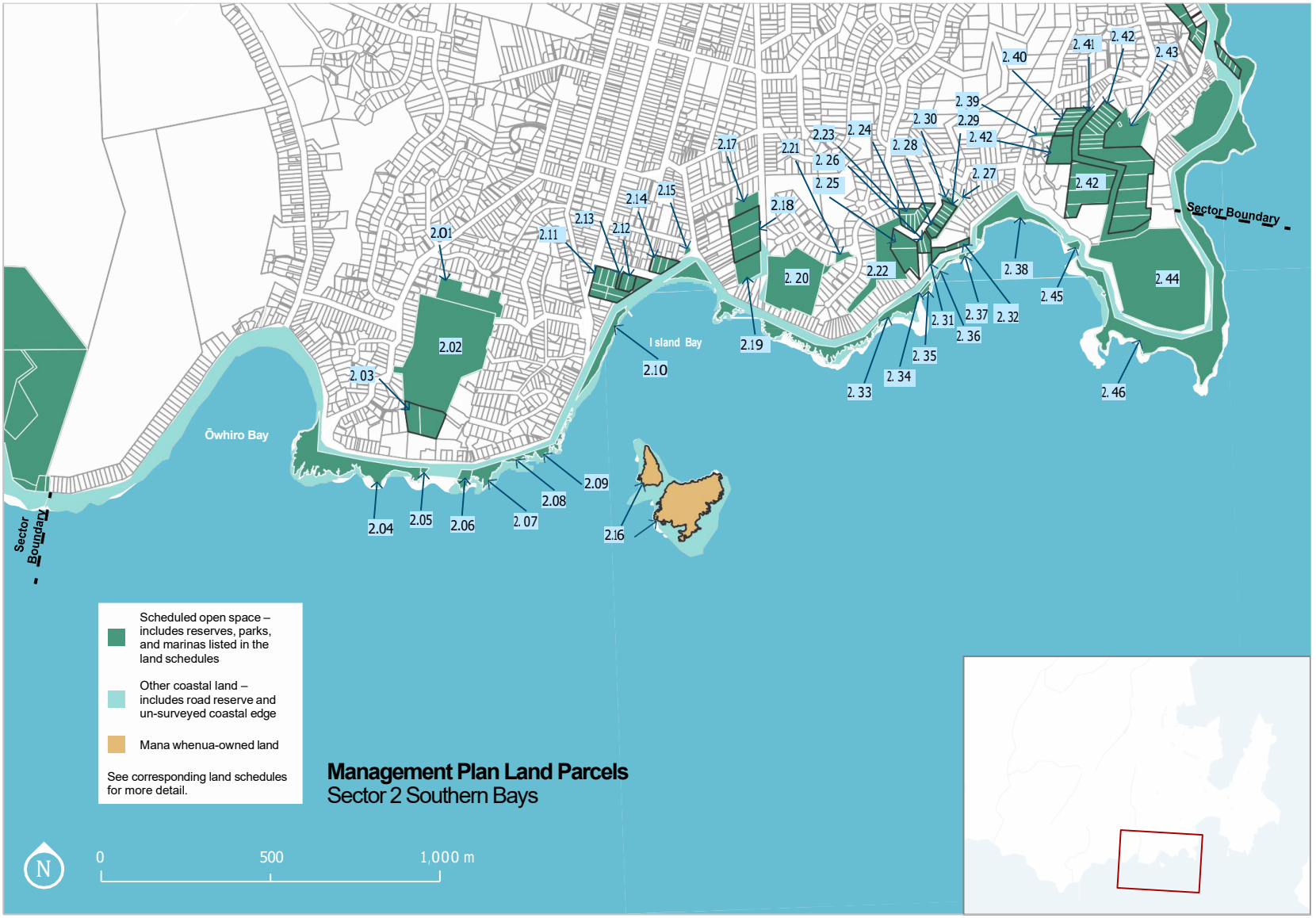
Map ref	Reserve Name (in NZ Gazette or Statute)	WCC Operational Name	WCC site number	Legal description	Record of Title	LINZ Parcel ID	Land area (ha)	Reserves Act classification	NZ Gazette Notice or Statutory Action	Notes
2.01	Oku Street Reserve	Oku Street Reserve	2151	Lot 2 DP 31855	WN8C/428	3821736	1.0848	Scenic Reserve (b)	2010 p3600	
2.02	Oku Street Reserve	Oku Street Reserve	2151	Part Lot 1 DP 9430	WN46B/810	3771028	6.3305	Scenic Reserve (b)	2010 p3600	
2.03	Oku Street Reserve	Oku Street Reserve	2151	Part Lot 662 DP 251 and Part Section 26 Owhiro DIST	WN40A/58	3992872, 3811907	0.9865	Scenic Reserve (b)	2010 p3600	
2.04	Unnamed in Gaz Notice	The Sirens Rocks	1341	Pt Sec 26 Owhiro District	No assoc title, refer SO 392840	7029108	Unspec.	n/a	n/a	Requires classification.
2.05	Unnamed in Gaz Notice	The Sirens Rocks	1341	Part Section 9 TN District	No assoc title, refer SO 392840	7029107	Unspec.	n/a	n/a	Requires classification.
2.06	Foreshore Reserve	The Sirens Rocks	1341	Pt Section 9 Town DIST	No assoc title, refer SO 392840	4059343	0.1153	n/a	n/a	Requires classification.
2.07	Foreshore Reserve	The Sirens Rocks	1341	Pt Section 9 TN DIST	No assoc title, refer SO 392840	7029105	Unspec.	n/a	n/a	Requires classification.
2.08	Unnamed in Gaz Notice	The Sirens Rocks	1341	Part Lot 1 DP 12544	No assoc title, refer SO 392840	7029120	0.03 (est)	n/a	n/a	Requires classification.
2.09	Unnamed in Gaz Notice	The Sirens Rocks	1341	Part Section 9 TN District	No assoc title, refer SO 392840	7029103	Unspec.	n/a	n/a	Requires classification.
2.10	Part Shorland Park	Island Bay Foreshore, and Houghton Bay and Elsdon Point	1014 & 3326	Part Section 9 TN District SO 10414	WN428/133 (part cancelled)	7029104	1.8495 (est)	Recreation Reserve	1989 p4482-4483	

2.11	Part Shorland Park	Shorland Park	0567	Lot 473-475 DP 251; Lots 481-483 DP 251; Part Lots 476, 478, 479 & 484 DP 251;	WN428/133	3921901, 4002297, 3854175, 3759048, 3841446, 3826063, 3834203, 3992075, 3916841, 3882198,	0.6870 (est)	Recreation Reserve	1989 p4479 & p4482	
2.12	Part Shorland Park	Shorland Park	0567	Lot 477 and Part Lots 478-479 DP 251	WN321/264	3875269, 3761163, 3774033	0.2023	Recreation Reserve	1989 p4479 & p4482	
2.13	Part Shorland Park	Shorland Park	0567	Part Lot 476 DP 251	WN306/200	3746955	0.0506	Recreation Reserve	1989 p4479 & p4482	
2.14	Part Shorland Park	Shorland Park	0566	Lots 460-462 and Part Lot 463 DP 251	WN428/133	3996172, 3832948, 3759352, 3983499	0.2896	Recreation Reserve	1989 p4482 and 1999 p370 (part revocation)	
2.15	n/a		0566	Part Lot 459 DP 251	WN298/18	3949410	0.0382	n/a	n/a	
2.16	Taputeranga Island	Taputeranga Island Historic Reserve	1047	Sec 1 and 2 SO 429419	678832	7267319	2.5776	Historic Reserve	See S.71 Ngati Toa Rangitira Claims Settlement Act 2014	Owned by Ngāti Toa Rangatira Trust. Managed in partnership.
2.17	Melbourne Road Reserve	Urahau Reserve	0619	Lot 3 DP 18485	WN676/78	4057961	0.3181	Historic Reserve	2010 p3493	
2.18	Melbourne Road Reserve	Urahau Reserve	0619	Lots 495, 496, 499 DP 815	542138	3832360, 3850083, 3800605	1.1250	Historic Reserve	2010 p3493	
2.19	Melbourne Road Reserve	Urahau Reserve	0619	Lot 500 DP 815	542139	4043766	0.5059	Historic Reserve	2010 p3493	
2.20	Buckley Road / Orchy Crescent Reserve (West)	Buckley Road Reserves (west)	0707	Lot 103 DP 44307	WN16D/1134	3849045	2.5517	Scenic Reserve (b)	2010 p3600	
2.21	n/a	Orchy Crescent Play Area	0707	Lot 20 DP 53244	No assoc title	3763015	0.1591	Recreation Reserve	DP53244 & CT16D/1093 (cancelled)	
2.22	Buckley Road	Buckley Road Reserves	0707	Lot 100 DP 44305	WN16D/1113	3868508	1.3535	Recreation Reserve	1989 p4479	Requires classification.

2.23	n/a	Buckley Road Reserves	1346	Lot 1 DP 44301	WN16D/1049	3893378	0.0028	n/a	n/a	Requires classification.
2.24	Part Buckley Road Reserve	Buckley Road Reserves	1346	Lots 43-51 DP 1467	No assoc title	3919837, 3828095, 4045153, 3935024, 3944091, 4009901, 4044146, 3913812, 3770843	0.5072	Recreation Reserve	1989 p4482	Requires classification.
2.25	Buckley Road	Buckley Road Reserves	1346	Lot 342 and Part Lot 344 DP 172, Part Lot 7 DP 785	WN593/177	3913790, 3765138, 4003635	0.7500 (est)	Recreation Reserve	1989 p4479	Requires classification.
2.26	Part Buckley Road Reserve	Buckley Road Reserves	1346	Lots 127-129 DP 1467	No assoc title	3833448, 3939586, 3913794	0.1983	Recreation Reserve	1989 p4482	Requires classification.
2.27	n/a	Buckley Road Reserves	1346	Part Marked Right of Way Deposited Plan	WN602/136	3818979	0.1453	n/a	n/a	
2.28	Part Buckley Road Reserve	Buckley Road Reserves	1346	Lots 125 & 126 DP 1467	No assoc title	4011133, 3748143	0.1259	Recreation Reserve	1989 p4482	Requires classification.
2.29	Part Buckley Road Reserve	Buckley Road Reserves	1346	Lots 120-124 DP 1467	572767	4021431, 3919833, 3826236, 3753161, 3758153	0.2912	Recreation Reserve	1989 p4482	Requires classification.
2.30	Part Buckley Road Reserve	Buckley Road Reserves	1346	Lot 119 DP 1467	No assoc title	3850113	0.0663	Recreation Reserve	1989 p4482	Requires classification.
2.31	n/a	Hermit's Cave	0211	Lot 132 DP 1467	No assoc title	3863357	0.0546	n/a	n/a	Requires classification.
2.32	n/a	Hermit's Cave	0211	Part Lot 339, 341, 343 DP 172	Title ID 116422 (21D/613 cancelled)	4004026, 3872466, 3771332	1.7400	n/a	n/a	Requires classification.
2.33	n/a	Houghton Bay and Elsdon Point Shore	3326	Part Lot 1 DP 90866	116422	7029132	Unspec.	n/a	n/a	Requires classification.
2.34	Unnamed in Gaz Notice	Houghton Bay and Elsdon Point Shore	3326	Part Lot 345 Deposited Plan 172	WN238/238	7029126	0.0343	n/a	n/a	Requires classification.
2.35	n/a	Houghton Bay and Elsdon Point Shore	3326	Part Section 4 Town District	WN243/299	7560102	0.0632	n/a	n/a	Requires classification.

2.36	n/a	Houghton Bay and Elsdon Point Shore	3326	Part Section 4 Town District	WN295/218	7560103	0.0878	n/a	n/a	Requires classification.
2.37	n/a	Houghton Bay and Elsdon Point Shore	3326	Part Lot 2 DP 90866	116422	7029125	Unspec.	n/a	n/a	Requires classification.
2.38	n/a	Houghton Bay and Elsdon Point Shore	3326	Part Section E B 161	116422	7029130	0.8397	n/a	n/a	Requires classification.
2.39	View Road Headland Reserve	View Road / Te Raekaihau Headland Reserve	1153	Part Lot 6 Deposited Plan 8961	WN423/215	3912944	0.0847	Scenic Reserve (b)	2013 p3958	
2.40	View Road Headland	View Road / Te Raekaihau Headland Reserve	1153	Lot 7-12 Deposited Plan 8961	WN505/194	3821158, 3770882, 3828610, 3753159, 3771368, 3913782	0.4736	Scenic Reserve (b)	2013 p 1554	
2.41	View Road/South Headland Reserve	View Road / Te Raekaihau Headland Reserve	1153	Section 1 SO 463862	729273	7614391	1.3236	Scenic Reserve (b)	2016 In 422	
2.42	View Road South Headland	View Road / Te Raekaihau Headland Reserve	1153	Part Lot 1 DP 786, Lots 11–20 DP 3142, Lots 418, 426 and 427 DP 172 and Part Lots 383, 385, 387, 389, 391, 392, 420, 422 and 424 DP 172	WN556/285	3751543, 4030220, 4020619, 3825491, 3813980, 3750907, 3820649, 3826057, 3827814, 4052193, 3752673, 3811106, 3949595, 3933347, 3895550, 3879149, 3820976, 3852667, 4049420, 3931161, 3766996, 4062524, 3790983	6.1041	Scenic Reserve (b)	2014-In7418	
2.43	View Road Headland	View Road / Te Raekaihau Headland Reserve	1153	Section 2 Survey Office Plan 431792	640568	7442855	1.0160	Scenic Reserve (b)	2013 p 1554	

2.44	Part View Road	View Road / Te Raekaihau Headland Reserve	0539	Section 30 Survey Office Plan 31517	WN42D/765	4025912	7.1970	Scenic Reserve (b)	2010 p3492	
2.45	Houghton Bay Foreshore Reserve	Te Raekaihau Point and Princess Bay Shore	3327	Part Section D B 161	116422	7029129	0.0809	Scenic Reserve (b)	2014 In1736	
2.46	n/a	Te Raekaihau Point and Princess Bay Shore	3327	Part Lot 3 DP 90866	116422	7029128	5.8100	n/a	n/a	Requires classification.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Scheduled open space – includes reserves, parks, and marinas listed in the land schedules
Other coastal land – includes road reserve and un-surveyed coastal edge
Mana whenua-owned land
See corresponding land schedules for more detail.
Management Plan Land Parcels
Sector 2 Southern Bays
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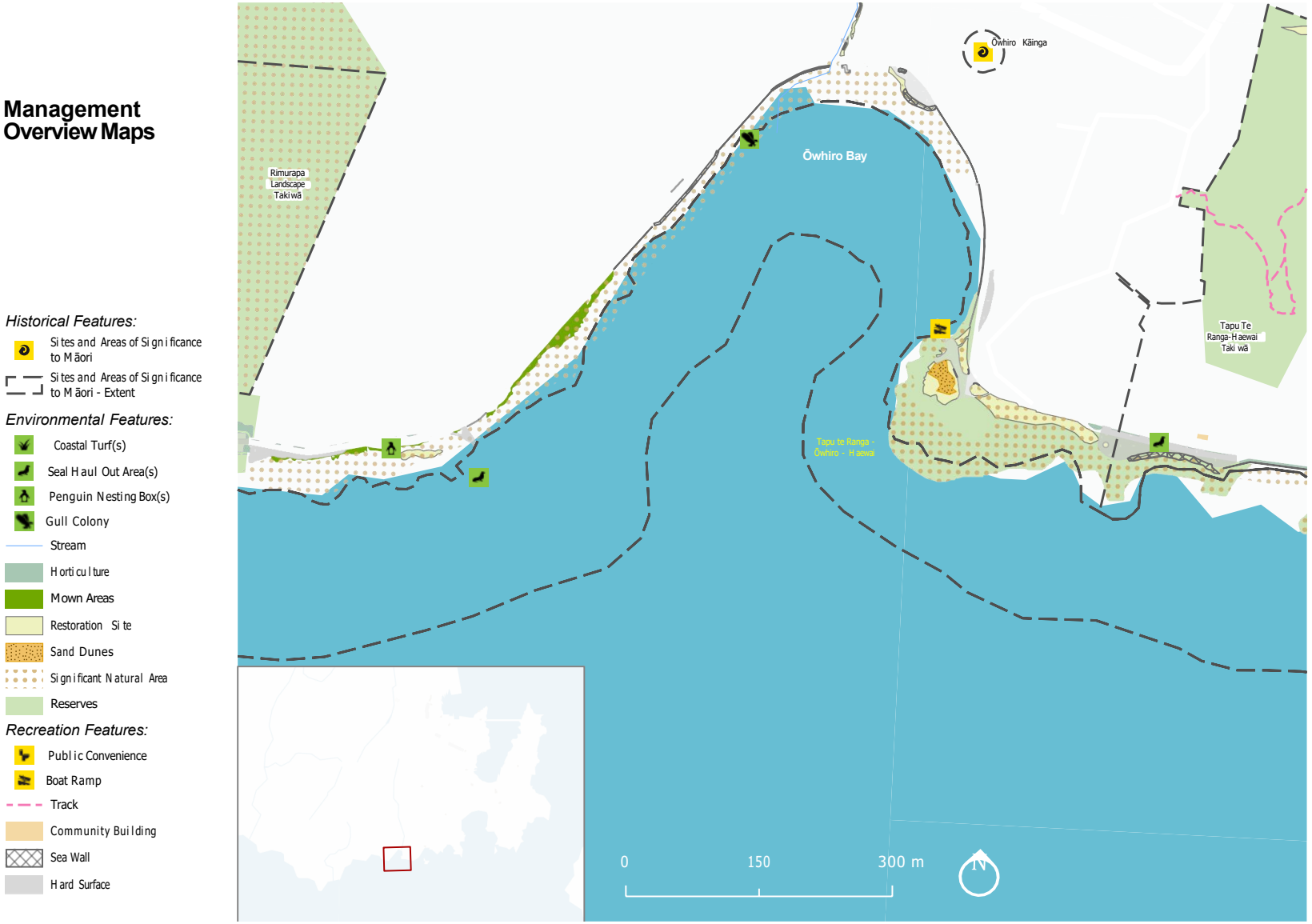
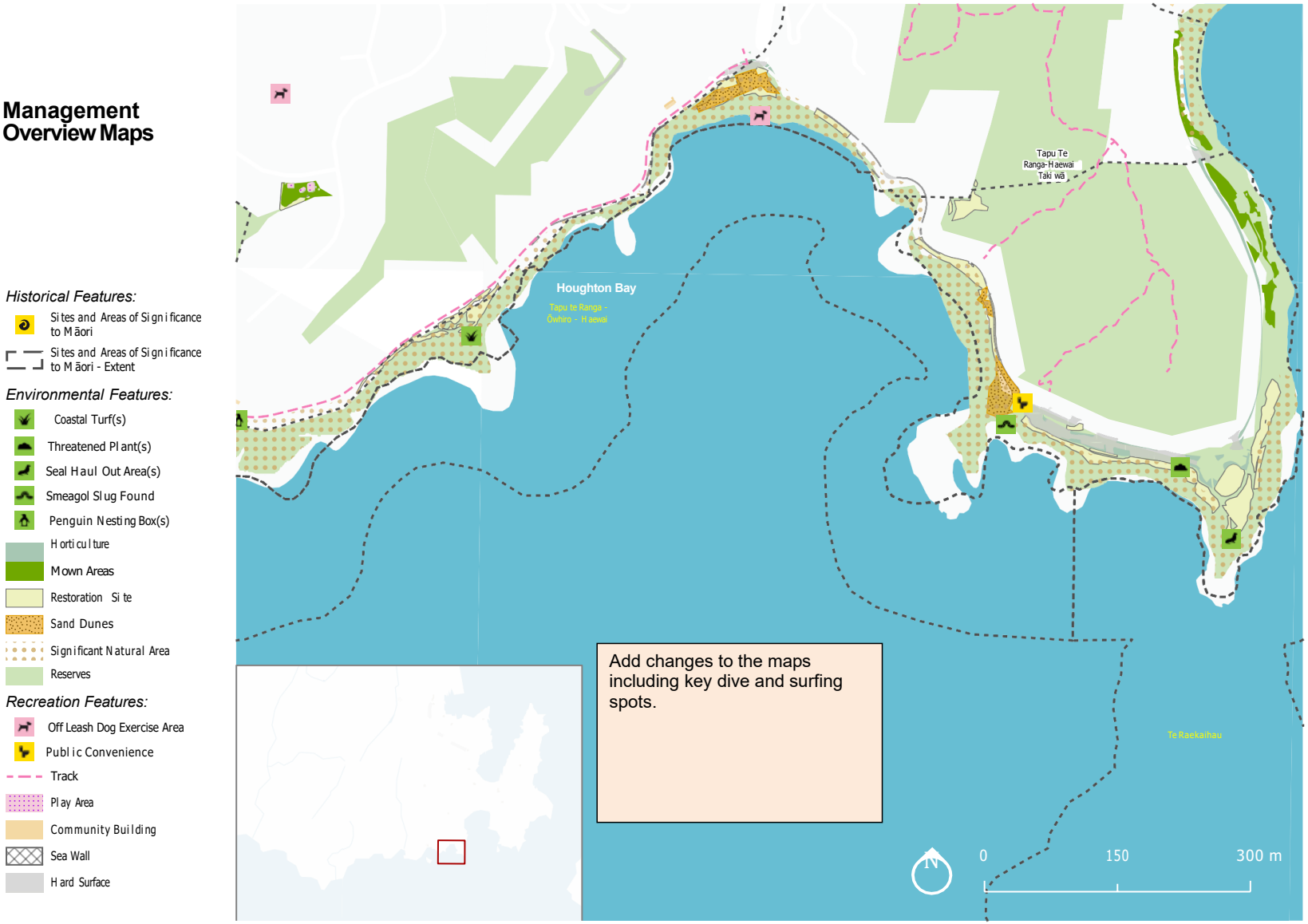
Management Overview Maps



Management Overview Maps



Management Overview Maps



Sector 3
Hue te Para
Lyall Bay

The Hue te Para sector spans approximately 5km between Te Raekaihau Point (west) and the airport runway (east). It includes Lyall Bay Beach, Dorrie Leslie Park, and the adjacent coastline, featuring Wellington's most popular surf beach. The reserves in this sector are classified as Recreation Reserve, Local Purpose Reserve (Esplanade), and Scenic Reserve, as detailed in the land schedules.



3.1 Enduring connection to the landscape

Lyall Bay is a windswept, expansive coastal bay, defined by its broad sandy beach, rugged rocky headlands, and crashing waves.

Once part of a vast dune system that spanned the entire isthmus, its Māori name, Hue te Para (ripe gourd), reflects its historical role as a vital food-gathering site. Over time, significant human

modifications – including dune mining and the construction of Wellington's International Airport – have dramatically altered the natural landscape and ocean patterns.

Key sites and stories of significance

Te Awa a Tāia: This historic waterway once flowed through what is now Lyall Bay, forming a channel that served as a second entrance to Wellington Harbour. It separated Te Motu Kairangi (the Miramar Peninsula) from the mainland, making it an island. Following the Haowhenua earthquake, estimated to have occurred around 1460, the land was uplifted, transforming the peninsula into an isthmus. Over time, further geological changes and human activities contributed to the complete disappearance of the waterway.

Dune system: Post Haowhenua the Rongotai isthmus became an expansive and dynamic dune system.

Archaeological sites: Evidence of early Māori settlement includes charred moa bones found in the sands of Lyall Bay. The Waitaha kainga at the western end of Lyall Bay and the pā terraces between Lyall Bay and Houghton Bay reflect settlement patterns.

Wellington Airport: Construction beginning in the 1950s, the airport involved significant land reclamation from the bay, altering its natural landscape. This reclamation reshaped the bay's form and affected wave dynamics, leading to changes in erosion and accretion patterns that continue to influence Lyall Bay's beach and the stability of surrounding infrastructure, particularly along the eastern shoreline.

Maranui and Lyall Bay Surf Life Saving Clubs: Lyall Bay is home to two of New Zealand's oldest surf lifesaving club: Lyall Bay (1910) and Maranui (1911). Both have played a long-standing role in beach safety, volunteer patrols, and the bay's community.

Management policy

a. **Acknowledge and share the evolving nature of Lyall Bay's coastline** by incorporating interpretation and storytelling into management, highlighting past dune systems, human impacts, and ongoing adaptation efforts.



32 Access to the coast for recreation and enjoyment

Hue te Para is a vibrant recreational hub and Wellington's largest sandy beach, attracting visitors year-round for surfing, wind-powered water sports, swimming, dog walking, and coastal walks.

It is nationally significant to the sport of surfing, having been surfed by Duke Kahanamoku in 1915, one of the first demonstrations of modern surfing in Aotearoa. Today it remains the city's most popular surf venue, with a variety of breaks including the nationally recognised surf break at "The Corner." The bay is also home to two of New Zealand's oldest surf lifesaving clubs, which play a key role in beach safety and community life.

The bay is also a key site for wind-powered water sports, with windsurfing, wing foiling, and kitesurfing bringing year-round activity and reflecting Wellington's windswept coastal identity.

Hue te Para features a strong urban coastal character, shaped by residential and commercial buildings lining the beachfront. Popular cafés and eateries contribute to a lively social scene, complementing the recreational use of the beach and surrounding public spaces. Essential recreation infrastructure, including parking, toilets, a play area, and seating areas, supports diverse activities.

To the west, Dorrie Leslie Park provides open grass areas and an off-leash dog exercise zone. To the east the Wellington International Airport runway restricts some coastal access for public safety and operational reasons, with safety measures in place to manage hazards associated with aircraft operations.



Management policy

a. **Manage Lyall Bay Beach as a premier beach area** and visitor destination for a range of shared and accessible uses.

b. **Support Lyall Bay as a regionally and nationally** significant surfing destination by maintaining appropriate facilities, enabling surfing events, supporting surf lifesaving clubs, and safeguarding continued public access to the beach.

c. **Require that car parking needs at** the eastern end of Lyall Bay be taken into account in future planning, recognising the needs of surfers, dog walkers, and other users of this high-demand beach area.

d. Support and enhance the **vibrancy of Lyall Bay** by enabling appropriate ancillary activities in and around the reserve such as coffee carts, event spaces, saunas, and recreational hire services.

e. **Collaborate with stakeholders to guide future planning** for the eastern section of Lyall Bay Parade, making sure that commercial activity, climate adaptation, and coastal protection are considered in an integrated manner.

f. **Maintain the coastal walkway** so that it remains clear from obstructions such as wind blown sand and overgrown vegetation.

g. **Work with Wellington Airport to support safe, low-impact recreational use along the coastal edge of the airport seawall for activities** like fishing, plane watching, and walking – while managing environmental impacts and respecting operational constraints.

h. **Support a safe, clearly identified wind-powered water sports rigging and launch area at Lyall Bay (west) and at Dorrie Leslie Park,** enabling a space for users to set up and remove gear and designed to coexist with dune restoration and coastal resilience objectives.

i. **Enable Wellington Airport** to provide clear safety signage and other protection measures near the airport to warn of hazards associated with aircraft operations and to support public safety.

3.3 Protection and restoration of coastal ecosystems

Hue te Para encompasses diverse and ecologically significant areas that support Wellington's coastal biodiversity.

Key areas that provide vital habitats for native plants, birds, and lizards include:

Waitaha Cove: A shingle beach backed by regenerating vegetation, including taupata, ice plant, New Zealand celery, and native carrot. The cove features a small incipient dune and swale, offering potential habitat for saltmarsh plants. Indigenous bird species, such as the pied oystercatcher, inhabit the area, alongside rock platforms.

Pohowera (Dotterels) at Wellington Airport's southern foreshore: A small, threatened population nests on the inboard and seaward sides of Moa Point Road, adjacent to the airport runway. These birds are highly vulnerable to human disturbance, introduced predators, and other environmental pressures, as well as operational hazards such as bird strike.

Lyall Bay dunes: Community-led efforts since the 1990s have restored native sand-binding plants like pīngao and spinifex, which are vital for dune stabilisation. They provide nesting and foraging areas for native birds, such as variable oystercatchers and red-billed gulls, and habitat for invertebrates and reptiles like skinks and geckos.

Ngaroma Stream: Now piped, the stream comes out between Maranui Surf Saving Club and the former Plunket building. The stream is a spawning habitat for freshwater fish.

Kororā habitat at Surfers' Corner: The riprap along the Airport runway at Surfers' Corner provides a well-used nesting area for kororā. Managing disturbances in this area is crucial to supporting the local kororā population.

Management policy

a. **Support improved stormwater management along Lyall Bay,** including considering relocating outlets to discharge into the intertidal zone where feasible, avoiding discharges behind dunes to protect natural coastal processes, consolidating smaller outfalls to reduce the number of discharge points, and restoring natural hydrological functions where possible, as recommended in the Lyall Bay Coastal Remediation Report (eCoast, 2016).

b. **Continue to strengthen dune resilience** through restoration initiatives by supporting continued planting of native sand-binding species like pīngao and spinifex.

c. **Protect sensitive dune areas** from human disturbance by implementing appropriate measures, such as dune fencing and angled accessways, to balance recreation with ecosystem protection.

d. **Protect and support kororā populations** by managing nesting areas around the riprap seawall, incorporating public education efforts, and minimising disturbance.

e. **Balance dog access and wildlife protection** by managing dog restrictions near the Lyall Bay riprap seawall and other sensitive areas to prevent disturbances to nesting sites and protect coastal biodiversity.

e. Protect the southern foreshore of Wellington Airport as a **pohowera (banded dotterel) nesting site**, working with Mainland Island Restoration Operation (MIRO) and the airport on predator control, disturbance management, and public awareness, while considering Airport operational safety and bird-strike risk.



3.4 Nature first approach to resilience

Hue te Para faces ongoing challenges from storm surges, coastal erosion, and rising sea levels, which impact its beach, dunes, and infrastructure.

Surfers' Corner, where the airport's shore reclamation meets the beach, has been the focus of significant Council management efforts and will remain a persistent erosion hotspot requiring ongoing interventions such as sand push-ups and repeat planting. Due to historic modifications, Lyall Bay Beach no longer responds naturally to storm events, and active coastal management is essential to maintain dune resilience and beach function, including regular sand redistribution and stormwater maintenance. Additionally, Dorrie Leslie Park and the ex-Maranui Depot site, which operated as a landfill from 1931 to 1936, present contamination risks if erosion accelerates or the area is disturbed.

Management policy

a. **Support active and adaptive beach management at Lyall Bay** to maintain dune resilience and beach function. This includes:

- Actively managing the erosion-prone area at Surfers' Corner, where the airport reclamation meets the beach, through interventions such as sand push-up, dune wall expansion, sand redistribution, and planting to maintain a buffer between the sea and the dune wall.
- Expanding planting of spinifex to encourage wider, more resilient dune development across the bay.
- Maintaining a closed sand system by returning windblown sand from streets and adjacent areas back to the beach, preventing unnecessary sand loss during street cleaning or storm response operations.
- Supporting stormwater management practices that minimise erosion risks and direct outflows away from dune systems.

b. **Accommodate runway seawall maintenance** by enabling Wellington Airport to maintain and upgrade the seawall.

c. **Monitor and manage contamination risks** at Dorrie Leslie Park and the ex-Maranui Depot site as sea levels rise and erosion progresses, ensuring appropriate adaptive responses.



Hue te Para Lyall Bay | **Action table**

#	Actions	Funding status	Time frame
1	Develop a plan for the ex-Maranui Depot site that increases the recreation, environmental restoration, and public benefit of the site. Consider classifying it as a reserve, while also ensuring the plan addresses its closed landfill status and the old quarry face, and assesses remediation needs. Implementation of the plan should be incorporated into Asset Management Plans and considered for funding through a future LTP/Annual Plan.	E	Medium
2	Work with the transport infrastructure team to develop and implement a process for actively managing sand at Lyall Bay, including returning windblown sand to the beach system where feasible and undertaking targeted sand redistribution (eg sand push-ups) following storm events to maintain beach function, protect infrastructure, and support dune resilience.	N	Medium
3	Work with key stakeholders to develop an integrated plan for the eastern Lyall Bay Parade reserves, considering street frontage, business activity, transport, and dune restoration.	N	Short
4	Extend the Lyall Bay Parade dune wall from Tirangi Road to Surfers Corner to protect dune systems, reduce windblown sand on the footpath, and improve pedestrian access, while incorporating access points and complementary dune planting.	E/N	Medium
5	Work with Wellington Airport to improve recreational access along the western breakwater, investigating and implementing options for better pedestrian, recreation and cycling connections.	E/N	Long
6	Work with three waters asset owners/managers to investigate and plan improvements to stormwater management along Lyall Bay, including relocating or naturalising outfalls to support dune stability, reduce erosion risks, and enhance coastal resilience, consistent with recommendations in the Lyall Bay Coastal Remediation Report (eCoast, 2016).	N	Long
7.	Explore opportunities to improve accessibility at Lyall Bay beach, including consideration of car parking and accessible beach equipment ie beach wheelchairs..	E/N	Long
8	Restore historic names by renaming Lyall Bay Esplanade Reserves to Hue te Para Park and Lyall Bay West Escarpment to Waitaha Reserve.	E	Short
9	Partner with the windsports community to formalise the lawn at Lyall Bay (west) and Dorrie Leslie Park as recognised rigging/launch areas, while safeguarding dune restoration and coastal resilience efforts. Work with users to identify practical improvements, including safe walkways, safe poles and ropes, and easier access from the car park to the rigging area.	E	Short
11	Continue to work with Wellington Airport on providing toilet facilities near Surfers Corner, Lyall Bay.	E	Short

Funding status key

E Existing funding covers delivery
N Needs new funding, subject to approval
E/N Review covered by existing funds; implementation may need new funding

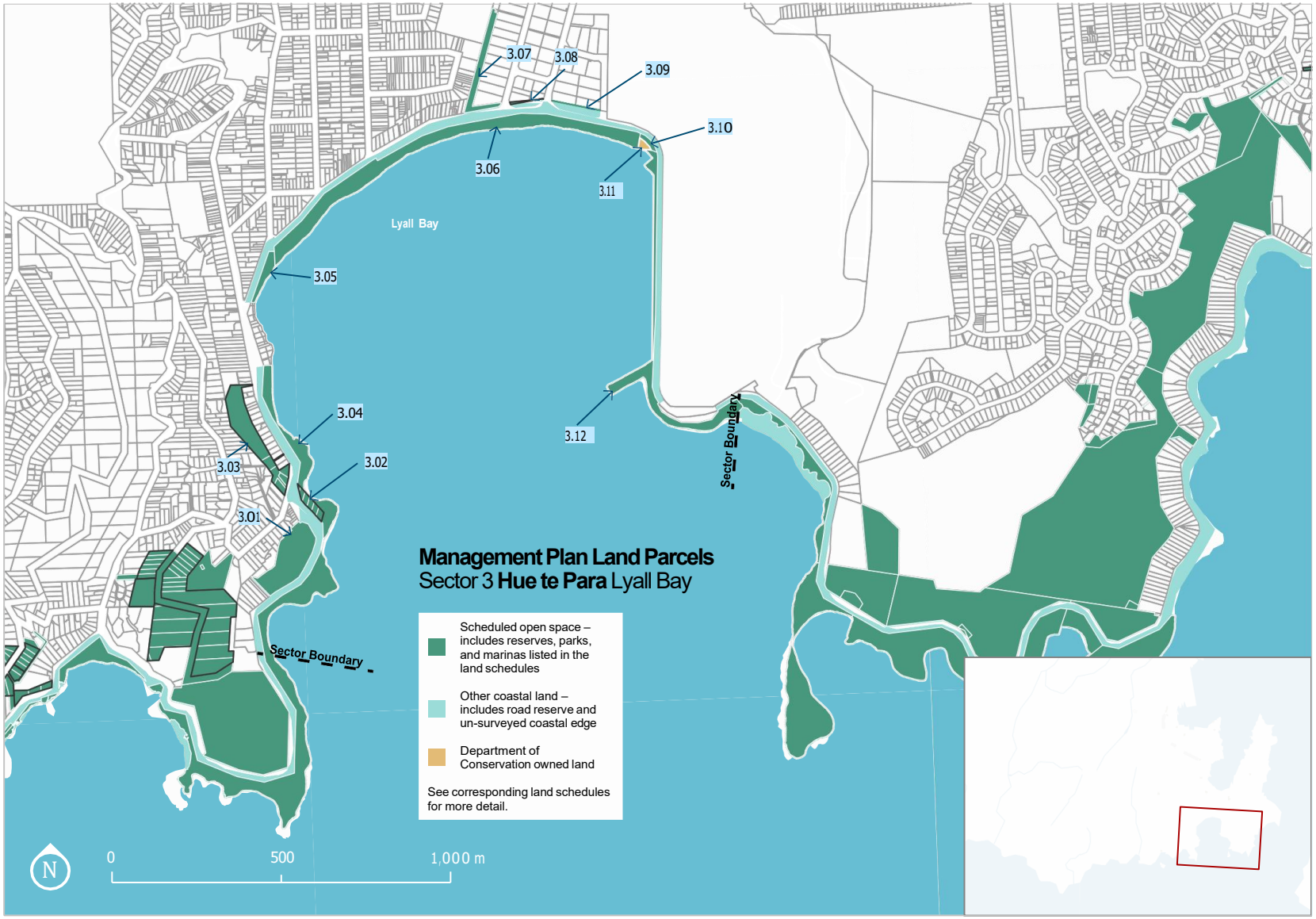
Time frame key

Short (0–4 years)
Medium (5–7 years)
Long (8+ years)

Hue te Para Lyall Bay | **Land schedule**

Map ref	Reserve Name (in NZ Gazette or Statute)	WCC Operational Name	WCC site number	Legal description	Record of Title	LINZ Parcel ID	Land area (ha)	Reserves Act classification	NZ Gazette Notice or Statutory Action	Notes
3.01	n/a	Former Maranui Depot site	n/a	Lot 1 DP 396447	384448	7019520	1.8455	n/a	n/a	Former landfill and Council depot area, future management to be considered.
3.02	n/a	Dorrie Leslie Park	3347	Part Lots 455-460 DP 171, as held in WN212/127 (part cancelled)	WN212/127 (part cancelled)	3905519, 3947720, 3837907, 3910417, 3896273, 3974842	Unspec.	n/a	n/a	Requires classification.
3.03	Lyall Bay West Escarpment	296-332 Queens Drive	1289	Lot 13 DP 13175, Part Lot 22 DP 10240, Lots 18-21 DP 10240	116422	3905682, 4055671, 3961775, 3808230, 3776463, 3974473	1.5583	Scenic Reserve (b)	2014-in7136	
3.04	n/a	Dorrie Leslie Park	3347	Lot 4 DP 90866	116422	4017270	Unspec.	n/a	n/a	Requires classification.
3.05	n/a	Lyall Bay Beach	2253	Lot 5 DP 90866	116422	3760146	Unspec.	n/a	n/a	Requires classification.
3.06	n/a	Lyall Bay Beach	2253	Pt Lot 3 DP 2456	WN428/268	3979948	Unspec.	n/a	n/a	Requires classification.
3.07	Lyall Bay Strips	Leonie Gill Reserves	0900	Lot 2 DP 83928	WN51B/180	3918432	0.6785	Recreation Reserve	1989 p4480	
3.08	Lyall Bay Strips	Lyall Bay Reserve Strips - Kingsford Smith St to Tirangi Rd	3683	Lot 63 DP 21360 and Section 1 & 2 SO 450076	576330	7360673, 7360674, 3751727	0.0289	Recreation Reserve	1989 p4479	
3.09	n/a	Lyall Bay Reserve Strip - Tirangi Rd to Cochrane St	2410	Lot 64 DP 21360	WN21D/682	4014109	0.0029	n/a	n/a	

3.10	Land Set Apart for Airport Purposes and Amalgamated	Lyall Bay Beach carpark	2253	Lot 6 DP 75384	WN43B/27	3998586	0.09	Esplanade Reserve	n/a	Potential reclassification.
3.11	n/a	DOC-owned land Lyall Bay beach	n/a	Lot 7 DP 75384	No assoc title	3757619	0.0745	n/a	n/a	Crown-owned land contiguous with Council land on beach.
3.12	n/a	Lyall Bay and Airport Reclamation	2253	Lot 3 DP 78304	WN45A/75 (part cancelled)	7164654	1.9400	Esplanade Reserve	n/a	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Lyall Bay
3.05
3.04
3.12
Sector Boundary
3.03
3.02
3.01
Management Plan Land Parcels
Sector 3 Hue te Para Lyall Bay
Scheduled open space – includes reserves, parks, and marinas listed in the land schedules
Other coastal land – includes road reserve and un-surveyed coastal edge
Department of Conservation owned land
See corresponding land schedules for more detail.
Sector Boundary
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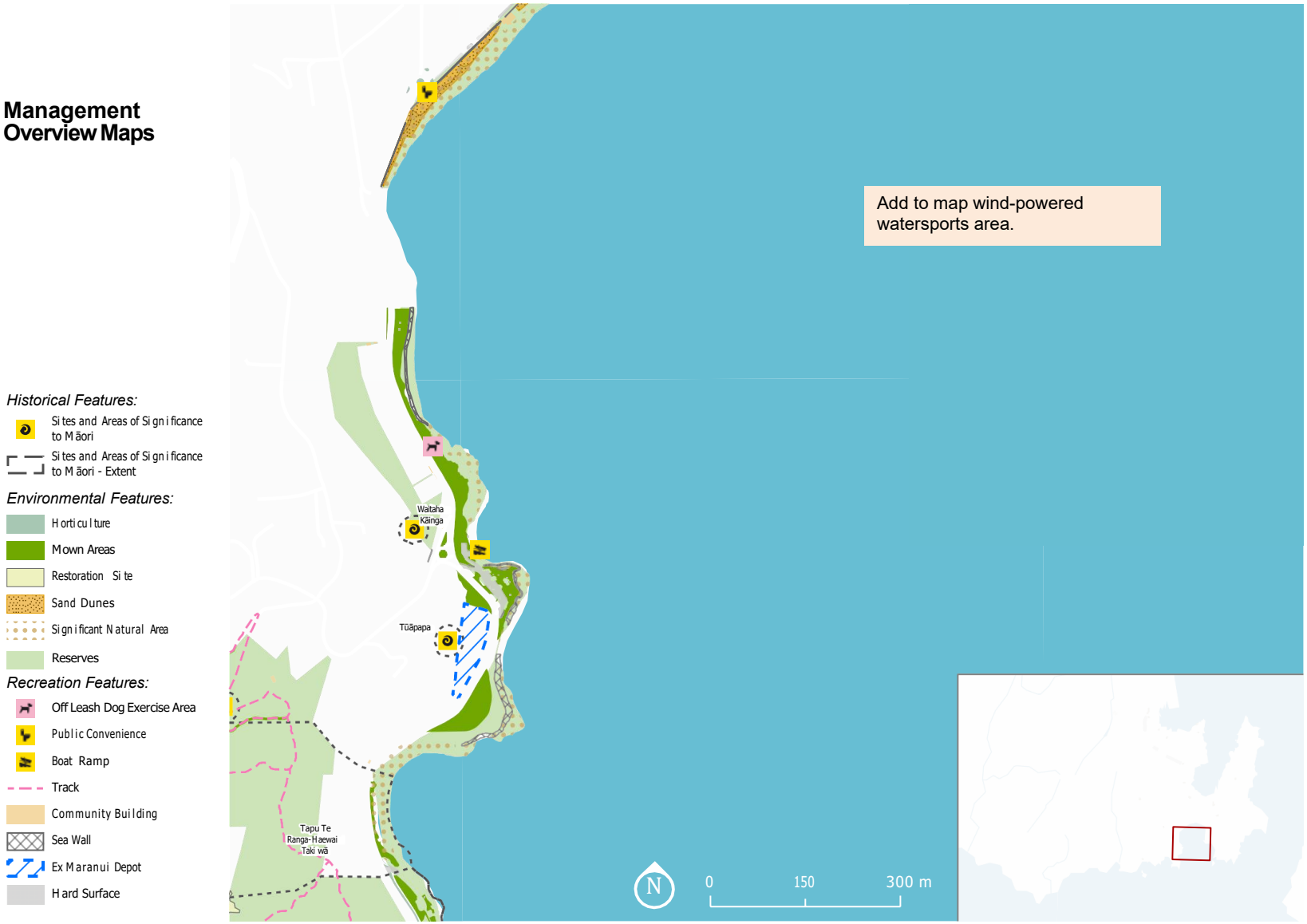
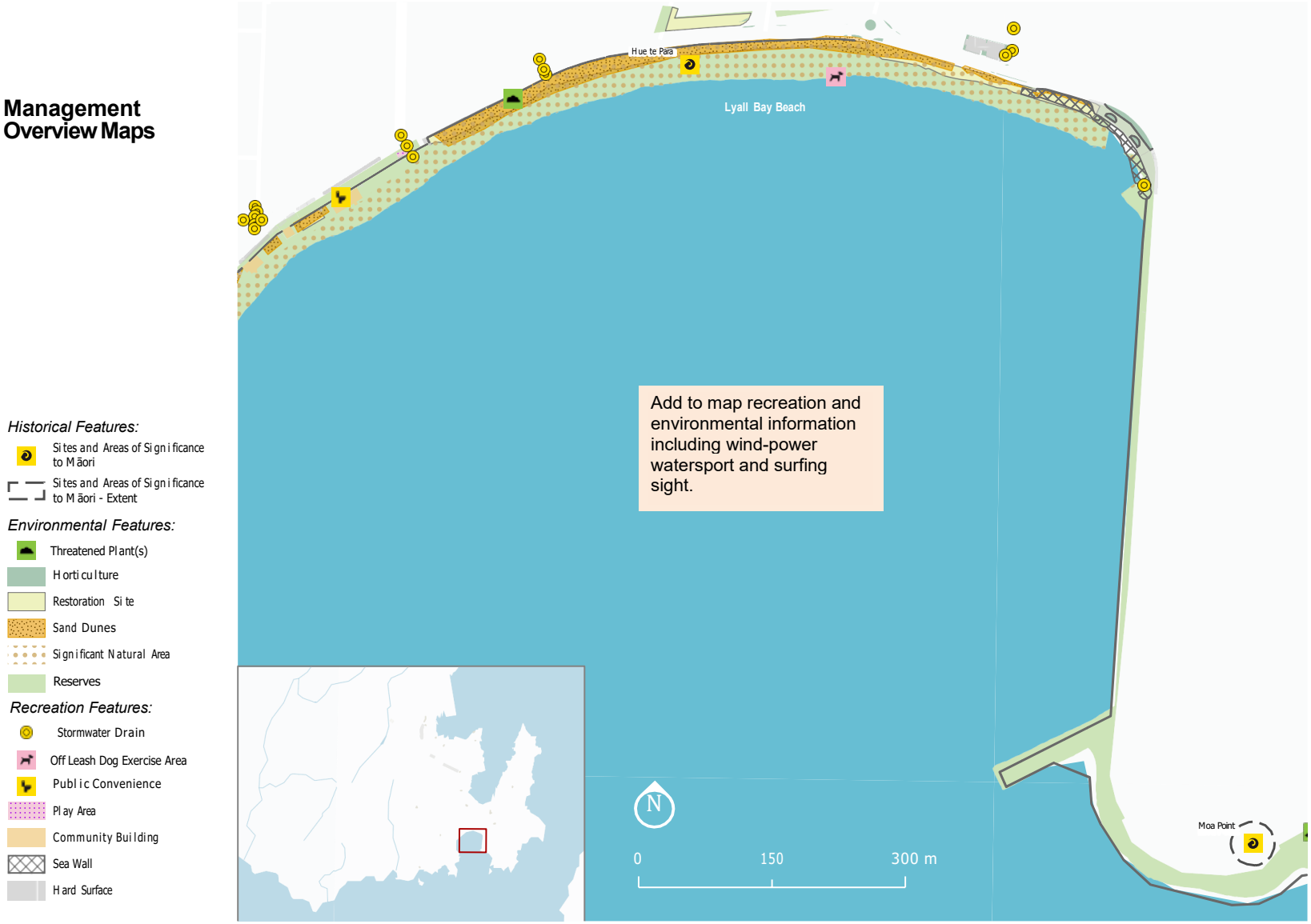
Management Overview Maps



Management Overview Maps



Sector 4 **Rangitatau** Moa Point to Breaker Bay

The Rangitatau sector spans approximately 4km along Wellington's rugged southern coastline, stretching from Moa Point to Breaker Bay.

This area features a mix of recreation reserves, local purpose reserve, historic reserves, and scenic reserves, including the bush-covered Rangitatau Reserve and the exposed coastal edge. While well-connected by a coastal road, the area retains a sense of seclusion.

This sector also contains Ōruaiti Reserve (Point Dorset), a wāhi tūpuna owned by Taranaki Whānui ki Te Upoko o Te Ika. It is a site of cultural, ecological, and historic significance, forming the eastern headland of Te Whanganui a Tara and providing a powerful vantage over the harbour and Te Moana o Raukawakawa (Cook Strait).



4.1 Enduring connection to the landscape

Rangitatau sector is characterised by its rugged, natural landscape, bush-clad hillsides, and rocky coastal edge.

This area holds significant cultural and historical value, marked by its association with key Māori pā sites, lookout points, and important archaeological features. Scenic viewshafts over the harbour entrance and Te Moana o Raukawakawa (Cook Strait) highlight its historical role as a strategic vantage point. The reserve's name, derived from Rangitatau Pā, means "Heaven's door," reflects its position as a gateway to Te Whanganui a Tara and/or its thematic alignment with sky-gazing names across Te Motu Kairangi (Miramar Peninsula).

Key sites and stories of significance

Rangitatau Pā and Poito Pā: Rangitatau Pā, situated on the western headland of Tarakena Bay, was a pivotal site for Ngāi Tara. It served as a lookout over the approaches to Te Whanganui a Tara and protected the strategic sea route to Whetu Kairangi Pā. Nearby, Poito Pā was located on a low spur above the Poito Stream, its name means "float of a net," reflecting the traditions of net fishing. The pā were central to Māori settlement in the area, with prominent Ngāi Tara rangatira Tuteremoana residing there. Rangitatau was the site of a decisive engagement during the migrations of Ngāti Toa and their allies. As Tā Matiu Rei recounts, *"Following Te Pakanga o Waiorua, further conflict occurred, including the final defeat of Ngāti Ira/Ngāi Tara at Rangitatau Pā, at Moa Point."* Both pā were destroyed in the early 19th century, resulting in the loss of many lives and rendering the area tapu as a site of bloodshed.

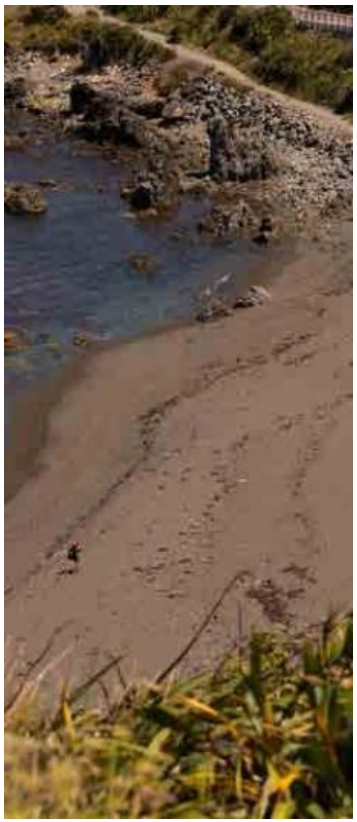
Tarakena Bay: Tarakena Bay was a traditional tauranga waka (canoe landing site) and mahinga kai (harvest site). Its sheltered waters made it ideal for waka to land and for seasonal gathering of food.

Hue tē Taka: A wāhi tupuna site near the airport. Its name reflects its unique shape, likened to a gourd (hue) fastened securely like a fish-hook (taka) to a line.

Atatürk Memorial: Opened in 1989, this memorial commemorates Mustafa Kemal Atatürk, the first president of modern Turkey and a key figure in the defence against Allied forces at Gallipoli during World War I.

Wahine Memorial: One of several memorials commemorating the Wahine disaster, this site honours the 51 lives lost when the Lyttleton–Wellington ferry Wahine struck Barrett Reef and sank during a severe storm on April 10, 1968.

Palmer Head Gun Emplacement: Built in the 1930s, this World War II coastal defence site formed part of New Zealand's military fortifications, designed to protect the entrance to Wellington Harbour.



Ōruaiti

Ōruaiti Pā: Ōruaiti Pā was established around 1625 AD as a fortified village positioned on the eastern headland of Te Whanganui a Tara. Its strategic location allowed for clear visual connections to other key pā sites, including Te Whetū Kairangi above Worser Bay and Rangitatau at Palmer Head, forming part of an integrated defense network along Te Motu Kairangi. Archaeological remnants – such as terraces, storage pits, middens, and karaka groves – reflect the depth of Māori occupation and activity in the area. As former Port Nicholson Block Settlement Trust Chairman Mahara Okeroa explains, *"Ōruaiti Pā was a palisaded village – an important lookout post guarding the entrance to Te Whanganui a Tara,"* with commanding views linking it to nearby signal pā.

Fort Dorset: In the early 20th century, the area transitioned to a military fortification known as Fort Dorset, serving as a coastal defence site from 1905 until 1991. The fort housed gun batteries, searchlight emplacements, and observation posts.

Restoration and recognition of cultural significance: In recognition of its enduring importance, the land was returned to Taranaki Whānui through the Port Nicholson Block Settlement, acknowledging longstanding grievances and affirming connection. The reserve has since undergone restoration, including the development of Te Ara o Kupe, a walkway offering panoramic views of the harbour entrance and Te Moana o Raukawakawa.

A notable feature of the restoration is a 17-meter-long landscaped waka, symbolising the site's rich heritage and its association with the explorer Kupe.

Management policy

a. **Support Taranaki Whānui** to develop a cultural restoration management plan for Oruaiti Reserve
b. **Recognise and protect the area's cultural and historical significance** by supporting interpretation, education, and storytelling initiatives that highlight key sites, including areas that have less recognition at Rangitatau Pā, Poito Pā, and Tarakena Bay.
c. **Continue to maintain and manage the remaining military structures at Ōruaiti Reserve and in Rangitatau** in partnership with Taranaki Whānui and heritage specialists, ensuring they remain safe, protected, and visible as part of the site's layered cultural heritage.
d. **Avoid placing new infrastructure on the Ōruaiti ridgeline.** Preserve open viewshafts and the site's historic lookout value.
e. **Use Māori place names in signage and interpretation** materials to reflect cultural narratives of the area.
f. **Protect the area's natural character by limiting** manmade structures, maintaining Ōruaiti and Rangitatau as places of reflection, history, and ecological restoration.
g. **Resolve encroachment issues within Ōruaiti Reserve** by removing unauthorised structures or activities and restoring affected areas.

42 Access to the coast for recreation and enjoyment

Rangitatau sector provides diverse outdoor recreational opportunities, from scenic coastal walks to water-based activities.

The coastal walkway, stretching between Moa Point and Wahine Memorial, and the Eastern Walkway, running from Rangitatau Reserve to Breaker Bay, offer spectacular coastal views. The Eastern Walkway is a pedestrian-only track that is promoted as a city-wide destination walk, attracting both Wellingtonians and visitors. The Eastern Walkway also links to Te Ara o Kupe, a culturally rich loop trail through Ōruaiti Reserve and connects key heritage and natural features through interpretation, pouwhenua, and the striking waka landscape feature.

Coastal waters are well used for kaimoana gathering, snorkelling, kayaking, and diving, including Butterfish Rock in Breaker Bay, which is recognised as a biodiversity hotspot supporting giant kelp populations and as a challenging surf break.
Tarakena Bay features a boat ramp managed by Wellington Airport for emergency access, while Breaker Bay is valued for its seclusion and has long been used as a nudist beach. The rocky shores and small play area at Breaker Bay provide additional recreational spaces for families.

Management policy

a. **Maintain and promote the coastal walkway** between Moa Point and Wahine Memorial as an important citywide recreational route, ensuring it remains well-managed while respecting its natural character.

b. **Manage the Tarakena Bay boat ramp** in collaboration with Wellington Airport to ensure continued public access.

c. **Maintain the Eastern Walkway as a premier walking experience** that highlights Wellington's coastal beauty and strengthens connections between reserves.



d. **Recognise Breaker Bay as an important site for diving and experienced surfing**, and consider access and amenity needs in future planning.

4.3 Protection and restoration of coastal ecosystems

Rangitatau sector is home to relatively intact coastal ecosystems, celebrated for its kōrora habitats and is where the Places for Penguins initiative originated. The area includes several key Significant Natural Areas (SNAs), which are described below.

The Rangitatau coast also contains two of Wellington's most significant coastal bird habitats: Point Dorset (Ōruaiti) and the southern coastline between Moa Point and Tarakena Bay. These areas support rare and regionally significant bird species such as kawau tikitiki (spotted shag), tarāpunga (red-billed gull), tara (white-fronted tern), matuku moana (reef heron), and pohowera (banded dotterel). Importantly, Ōruaiti Reserve is one of the only sites on Wellington's urban coast where seabirds can nest without crossing a road, enhancing its value as a protected breeding haven.

Strathmore coastal shrubland: A mosaic of gorse-taupata shrubland interspersed with māhoe forest and Juncus effusus. This is the only site on the western side of Wellington Harbour where matagouri, a species in regional decline, is found. It also supports native gecko species, including the Wellington green gecko and common gecko.

Moa Point coastal platform and shrubland, including Hue tē Taka Islet: Biodiversity hotspot comprising rockfields, gravels, sands, and coastal scrub. It supports rare and at-risk species such as sand coprosma, pīngao, and kāruhiruhi (pied shag). The site's partial isolation has preserved its indigenous vegetation, making it one of the last relatively undisturbed coastal habitats of its kind in Wellington. Hue tē Taka Islet is a particularly important feature, offering a lowland indigenous coastal scrub habitat that transitions into a rocky coastal platform.

Palmer Head rocky coast and Tarakena Bay duneland: This area features modified sand dunes, gravel substrates, and a rocky shore platform, providing habitat for species such as pīngao and reef heron. The Tarakena dune system has undergone significant restoration and now represents a well-established double dune system, offering protection from coastal erosion and a habitat for banded dotterels.

Breaker Bay coastal scrub and forest remnants: Coastal escarpments and karaka forest remnants provide habitat for species such as the large-leaved milk tree and Wellington green gecko. Native vegetation in this area includes whaririki (mountain flax), harakeke, and taupata, supporting biodiversity and stabilising the steep coastal slopes.

Management policy

a. **Protect and restore indigenous biodiversity in Rangitatau** sector by maintaining and enhancing Significant Natural Areas (SNAs) and minimising disturbances to sensitive coastal habitats.
b. **Manage the Moa Point to Wahine Reserve coastal area as an urban kōrora sanctuary,** prioritising habitat restoration, public awareness, and minimising human and animal disturbances.
c. **Use protective measures such as bollards, signage, and dog management** strategies to safeguard vulnerable dune systems, penguin nesting sites, and native vegetation from vehicles, people, and dogs.
d. **Maintain dark sky quality and reduce light pollution** in the sector by discouraging excessive artificial lighting, particularly near ecologically sensitive areas, to support wildlife habitats and preserve the natural ambiance.

4.4 Nature first approach to resilience

The coastal areas of Tarakena Bay, Moa Point, and Breaker Bay are exposed to ongoing coastal hazards, including erosion and coastal inundation, which are being exacerbated by climate change and sea-level rise.

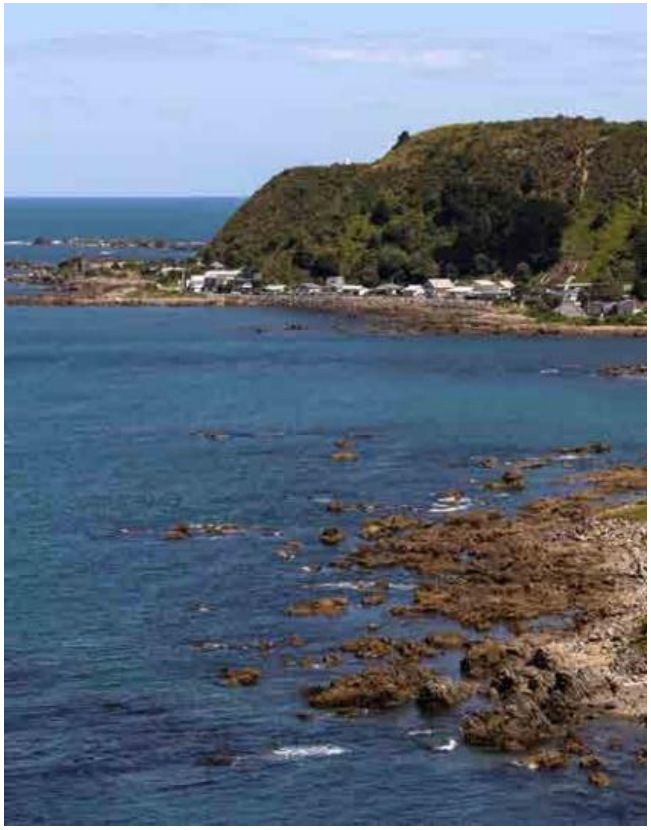
The narrow coastal road in this sector is vulnerable to storm-driven erosion, affecting access and the protection of culturally significant wāhi tapu sites. At Moa Point erosion is impacting reclaimed land, while steep escarpments contribute to slope instability. Breaker Bay faces erosion risks, particularly along Breaker Bay Road, where coastal processes continue to shape the shoreline.

Management policy

a. **Use nature-based solutions where appropriate to support coastal** resilience, including dune planting and restoration of native vegetation to buffer against erosion and maintain ecological integrity in Moa Point and Breaker Bay.

b. **Work with key stakeholders, including Wellington Airport** to support erosion management strategies at Moa Point.

c. **Maintain Rangitatau Reserve as an emergency evacuation** and access corridor for the Breaker Bay community, ensuring the central track can support emergency response during significant hazard events.



Rangitatau Moa point to Breaker Bay | **Action table**

#	Actions	Funding status	Time frame
1	Renew and upgrade sections of the Coastal Walkway to improve access and connectivity while maintaining its integrity as a recreational route.	E	Medium
2	Engage with key stakeholders to determine the future of the Moa Point dog pound site and buildings, considering opportunities for relocation as part of long-term asset management planning.	N	Long
3	Establish Rangitatau Takiwā (Moa Point to Wahine reserve) as a Kōrora Sanctuary through a range of measures, including public information, habitat protection initiatives, and penguin-friendly infrastructure, to minimise disturbance and support conservation effort.	E	Medium
4	Develop and install Māori interpretation elements to highlight the significance of Rangitatau Pā and other key cultural sites in this sector.	N	Medium
5	Work with the Transport and Climate Change teams to investigate nature-based erosion management solutions for Moa Point and Breaker Bay, including expanding coastal vegetation restoration to enhance erosion control and biodiversity.	N	Short
6	Develop a new public toilet in the Rangatitau sector.	N	Medium
7.	Continue to work with Wellington International Airport Limited to support habitat protection for little penguins (kororā) and other ground-nesting birds at Moa Point.	E	Short
8.	Investigate, monitor, and manage contamination risks from Fort Dorset, including erosion impacts on former landfill areas. Work with the Crown to identify responsibilities and seek national-level funding opportunities – such as through the Ministry for the Environment – to support mitigation efforts.	E/N	Medium
9	Support Taranaki Whānui leadership in developing a cultural restoration plan (or updated management plan) for Ōruaiti Reserve that builds on existing cultural restoration efforts.	E	Medium
10.	Review the level of service at Oruaiti Reserve, recognising its special cultural significance in partnership with Taranaki Whānui.	E	Short
11	Develop a landscape and amenity plan for the Rangitatau coastline (see Value 3: Hononga Taiao – Action 3 for further scope).	N	Medium

Funding status key

E Existing funding covers delivery
N Needs new funding, subject to approval
E/N Review covered by existing funds; implementation may need new funding

Time frame key

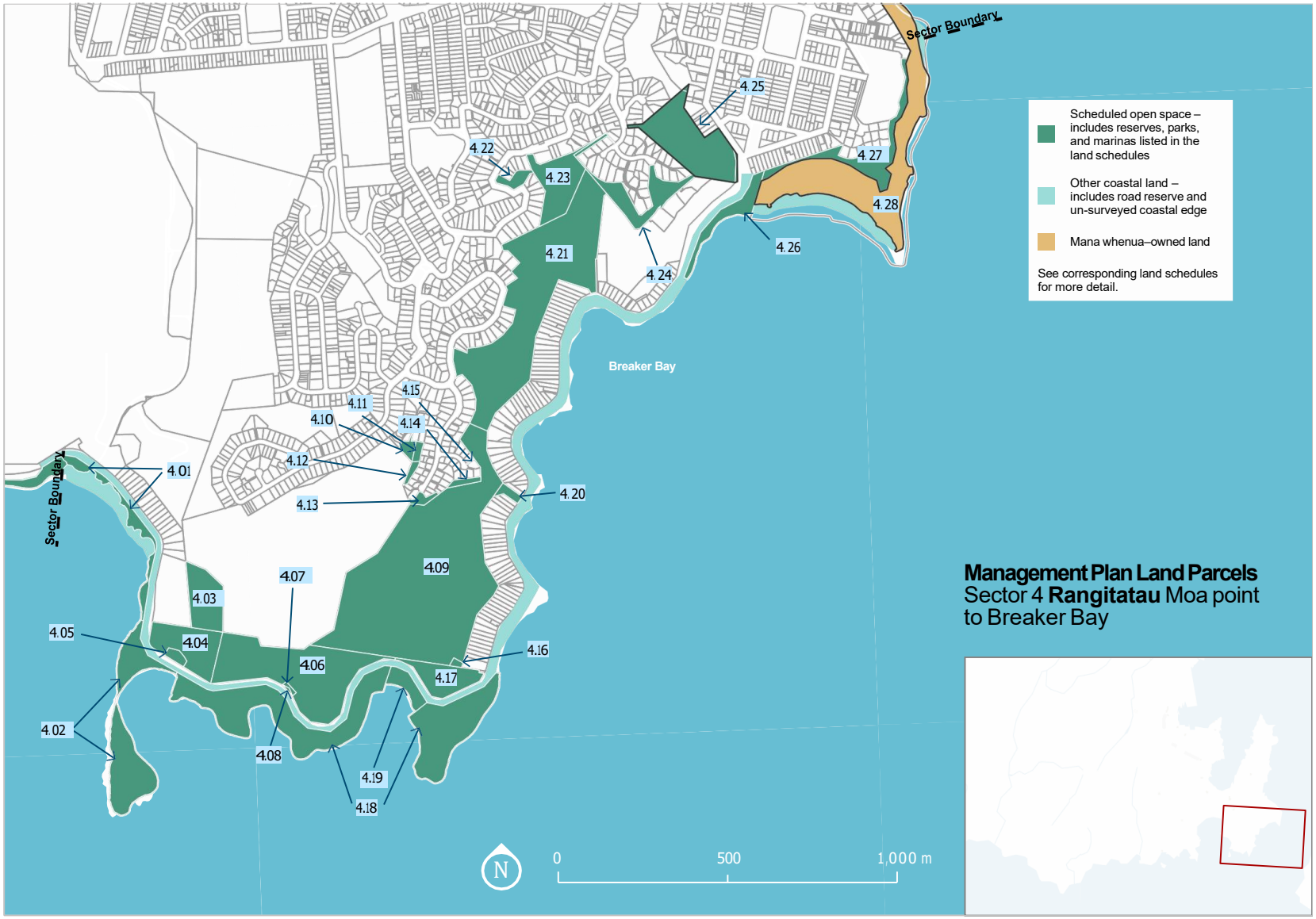
Short (0–4 years)
Medium (5–7 years)
Long (8+ years)

Rangitatau Moa point to Breaker Bay | **Land schedule**

Map ref	Reserve Name (in NZ Gazette or Statute)	WCC Operational Name	WCC site number	Legal description	Record of Title	LINZ Parcel ID	Land area (ha)	Reserves Act classification	NZ Gazette Notice or Statutory Action	Notes
4.01	Te Taka Peninsula / Moa Point	Hue Te Taka Peninsula / Moa Point	0509	Lot 4 DP 78304	WN45A/76	4066592	0.9800	Esplanade Reserve	n/a	
4.02	Hue Tē Taka Peninsula / Moa Point	Hue Tē Taka Peninsula / Moa Point	0509	Sec 33 Watts	WNA3/204	4066658	3.4398	Scenic Reserve (b)	2014 In7418	
4.03	n/a	Rangitatau Historic Reserve	1963	Section 3 SO 35088	WN38A/814	3769586	1.7207	Drainage purposes	n/a	Requires classification.
4.04	Moa Point	Rangitatau Historic Reserve	1963	Section 1 SO 35818	WN38A/814	4008015	2.1399	Drainage purposes	n/a	Requires classification.
4.05	n/a	Dog Pound & Veterinary Rooms	1046	Section 61 Watts Peninsula DIST	WN23A/575	3847172	0.1907	Dog Pound	1968 p2037	
4.06	Rangitatau Historic Reserve	Rangitatau Historic Reserve	1963	Part Sec 3 SO 35920	No assoc title, refer SO 35920 and SO 36785	3936069	6.4350	Historic Reserve	1994 p1124 (name change)	
4.07	n/a	Rangitatau Historic Reserve	1963	Sec 28 Watts Peninsula DIST	WN894/4	4004800	0.0493	n/a	n/a	Requires classification.
4.08	Foreshore Moa Point Road	Rangitatau Historic Reserve	1963	Sec 31 Watts Peninsula DIST	WN894/4	3929508	0.0181	Historic Reserve	2014 In7136	
4.09	Rangitatau Historic Reserve	Rangitatau Historic Reserve	1963	Sec 1 SO 35920	Gazette Notice 334827 (Land Transfer Act)	3790165	18.5493	Historic Reserve	1994 p1124 (name change)	
4.10	n/a	Birkhall Grove Reserve	1963	Lot 13 DP 85598	WN53B/769	3972721	0.1955	n/a	n/a	Requires classification.
4.11	n/a	Birkhall Grove Reserve	1963	Lot 63 DP 74870	WN41C/567	4066648	0.1300	n/a	n/a	Requires classification.

4.12	n/a	Birkhall Grove Reserve	1963	Lot 29 DP 74872	WN41C/563	3905747	0.1165	n/a	n/a	Requires classification.
4.13	n/a	Rangitatau Historic Reserve	1963	Lot 47 DP 74872	WN41C/564	3839750	0.1738	n/a	n/a	Requires classification.
4.14	n/a	Rangitatau Historic Reserve	1963	Lot 48 DP 74871	WN41C/565	3871936	0.1628	n/a	n/a	Requires classification.
4.15	n/a	Rangitatau Historic Reserve	1963	Lot 50 DP 74871	WN41C/566	3815281	0.0080	n/a	n/a	Requires classification.
4.16	Part Ataturk Historic Reserve	Ataturk Memorial Historic Reserve	0046	Part Lot 1 DP 9192	No assoc title, refer SO 36785. Former CT 434/32 (cancelled)	4005249	0.6750	Historic Reserve	1991 p2871	
4.17	Part Ataturk Memorial Reserve	Ataturk Memorial Historic Reserve	0046	Part Sec 3 SO 35920	No assoc title, refer SO 35920 and SO 36785	4017693	1.4470	Historic Reserve	1994 p1124 (name change)	
4.18	Unnamed in Gaz Notice	Tarakena Bay and Palmer Head	0722	Sec 56 Watts Peninsula Dist	WN21A/909	3817145	5.6239	Recreation Reserve	1968 p757	
4.19	Part Ataturk Memorial Historic Reserve	Ataturk Memorial Historic Reserve	0722	Sec 2 SO 35920	WN21A/909	3937727	0.6537	Historic Reserve	1991 p1684	
4.20	Rangitatau Historic Reserve	Breaker Bay Play Area	2566	Sec 1 SO 371720	Gazette Notice 334827 (Land Transfer Act)	6865257	0.1964	Historic Reserve	2007 p167 (correction)	
4.21	Sidlaw Street	Sidlaw Street Reserve	0522	Section 85 Watts Peninsula DIST	WN33C/818	4066491	11.2855	Recreation Reserve	1994 p917	Potential reclassification.
4.22	Tannadyce Street	Beacon Hill Reserve	0659	Lot 177 DP 15452	WN42D/750	3775829	0.3169	Recreation Reserve	1994 p917	Potential reclassification.
4.23	Tannadyce Street	Beacon Hill Reserve	0659	Part Lot 64 DP 9281	WN481/80	3905624	2.0184	Recreation Reserve	1989 p4485	Potential reclassification.
4.24	n/a	Beacon Hill Reserve	0659	Lot 1 DP 89958	WN57D/59	4051977	1.6789	n/a	n/a	Requires classification.

4.25	Beacon Hill	Beacon Hill Reserve	0659	Part Section 16-17 Watts Peninsula DIST and Lot 11 DP 2133	WN209/239	3904736, 4020716, 3985128	3.7567	Recreation Reserve	1989 p4479	Potential reclassification.
4.26	Unnamed in Gaz Notice	Breaker Bay Shore	0292	Lot 2 Deposited Plan 6560	WN586/178	3933256	1.0049	n/a	n/a	Requires classification.
4.27	Ōruaiti Reserve	Ōruaiti Reserve	3218	Lot 13 DP 420813	568838	7201531	1.7939	Recreation Reserve	2014 In7418	Managed in partnership with PNBST
4.28	Ōruaiti Reserve	Ōruaiti Reserve	3403	Section 1-4 SO 38155	498577	3991219, 3824576, 3824577, 3824578	8.4490	Recreation Reserve	2014-In7137 (name change)	Owned by Port Nicholson Settlement Trust. Managed in partnership.


Sector Boundary
Sector Boundary
Breaker Bay
4.01
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Scheduled open space – includes reserves, parks, and marinas listed in the land schedules
Other coastal land – includes road reserve and un-surveyed coastal edge
Mana whenua–owned land
See corresponding land schedules for more detail.
Management Plan Land Parcels
Sector 4 Rangitatau Moa point to Breaker Bay
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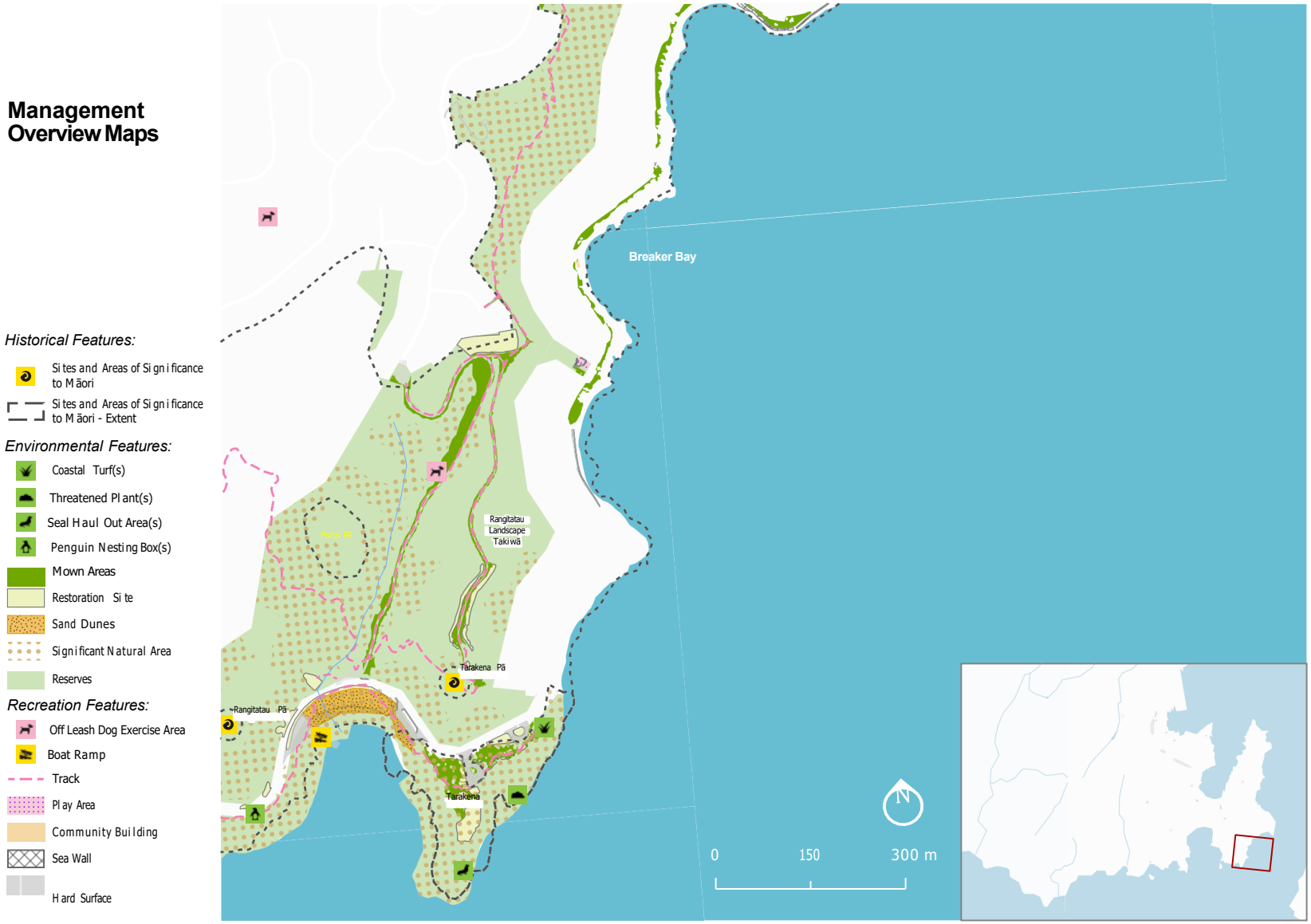
1,000 m

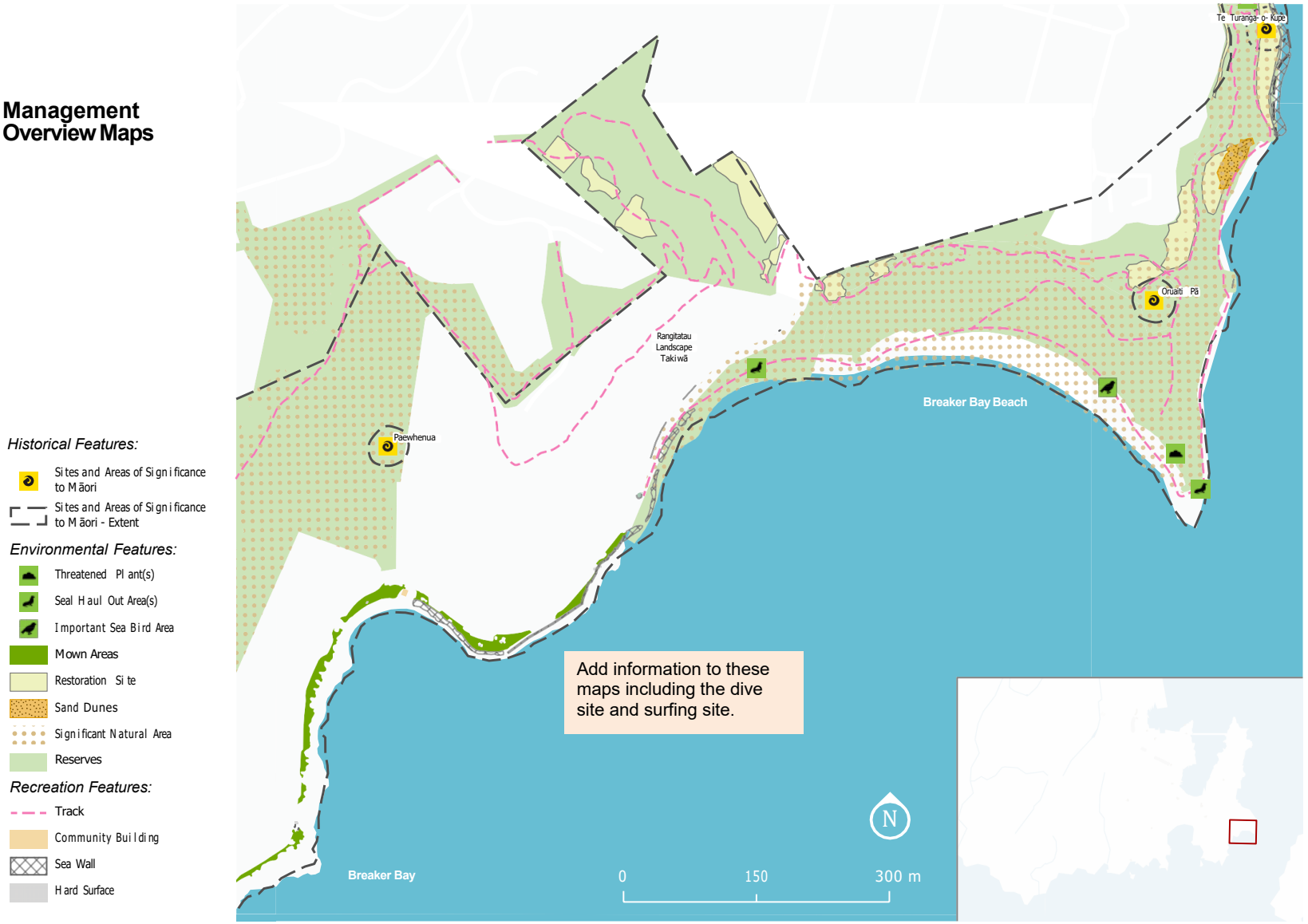
Management Overview Maps



Management Overview Maps



Management Overview Maps



Sector 5
Eastern Bays

The Eastern Bays sector spans 3.6 km along the eastern coastline of Te Whanganui a Tara, from Seatoun to Scorching Bay. This sector contains recreation reserves and features the dunes of Worser Bay, the shores of Karaka Bay, and the popular swimming destination of Scorching Bay.



5.1 Enduring connection to the landscape

Seatoun is said to be the first place where Kupe landed in Te Whanganui a Tara. The Seatoun foreshore, where Kupe named his landing site, later became cultivation grounds used by him and others. Surrounding the bay are significant cultural sites and pā that reflect the area's long history of settlement and enduring connection to the land.

In the late 19th century, these bays became popular beachside retreats. With improved transport in the 20th century, they evolved into thriving suburban areas. While human modifications – including seawalls, carparks, jetties, and private boat sheds – have changed the shoreline, remnants of its natural character remain. The narrow strip of beaches, rocky outcrops, and shore platforms on the seaward side of the road retain the ruggedness of the original coastline, while much of Seatoun sits on historic dune systems.

Key sites and stories of significance

Whetu Kairanga Pā and Te Puna a Tara: Located above Worser Bay, Whetu Kairangi Pā was a fortified Ngāi Tara pā that served as a strategic and spiritual hub with commanding views over Te Whanganui a Tara. Its name, meaning "stars in the heavens," reflects its lofty vantage point and the glow of cooking fires that appeared as stars from below. Nearby, Te Puna a Tara, a freshwater spring, sustained the pā until it dried up after the 1855 earthquake. The karaka grove at Overton Park remains a vital connection to this history as a mahinga kai site.

Kākāriki-Hutia Pā: Also at Worser Bay, a smaller Ngāti Ira pā named after a Rangitāne chief who ate plucked parakeets before a victorious battle, later the site was occupied by Te Atiawa.

Te Aroaro-o-Kupe: While bathing at Steeple Rock, Kupe injured himself on the jagged edges of the rocks, giving rise to the name meaning "the groin of Kupe."

The origins of Worser Bay's name: The name of Worser Bay comes from James Heberley, a weather observer working in the Pilot Office during the 1860s. When asked about the weather, he frequently replied, "It's getting worser," a phrase that left its mark on the bay's name.

Management policy

a. **Protect and manage the karaka grove at Karaka Onehunga Reserve** as a culturally significant site, incorporating opportunities for public education on its history and importance.

b. **Recognise and interpret the historic sites of the Eastern Bays sector, including at Worser Bay** by integrating cultural narratives into reserve management, signage, and storytelling initiatives.



52 Access to the coast for recreation and enjoyment

The Eastern Bays sector offers diverse recreational opportunities, with calm harbour waters ideal for swimming, sailing, windsurfing and other coastal activities.

Scorching Bay is one of Wellington's most popular beaches, attracting 59% of Wellington residents in the past year. It is valued for its sheltered sandy beach, play area, and family-friendly atmosphere. Seatoun Beach and Churchill Park, visited by 49% of residents in the past year, provides a community play area and lawn, a well-loved wharf for jumping and fishing, and a boat ramp for small boats and a wind-powered water sport launching area. Worser Bay is a hub for sailing, supported by the Worser Bay Yacht Club and Surf Life Saving Club, while also serving as a dog exercise area and a peaceful retreat. It is also used by windsurfing and kitesurfing communities, who make use of the sheltered grassed rigging area and easy beach access.

Karaka Bay provides secluded spots for relaxation, with Karaka Bay Wharf popular for jumping and fishing.

Public feedback highlighted concerns about walking access and access to beaches at Karaka Bay, suggesting opportunities to improve connectivity and inclusivity along the coastal pathways. At Worser Bay, there is a need to balance environmental restoration with recreational use, particularly in managing the dune system and ensuring space for sailing and surf life-saving activities.



I **Recognise Seatoun Beach (the Hector Street access point)** as an important local launch spot for wind-powered water sports, supported by adjacent parking and lawn areas.

Management policy

a. **Manage Scorching Bay and Churchill Park as primary coastal areas** and visitor destinations. By providing amenities, including parking, toilets, play areas, and family-friendly facilities, to support year-round visitor enjoyment.

b. **Ensure the long-term management of Churchill Park supports community use, landscape values and resilience** by putting a sinking lid on private boat shed leases and repurposing for community use or removing sheds where appropriate.

c. **Support improved pedestrian amenity along Karaka Bay** and access to the beaches in this area to enhance safety and access to coastal areas.

d. **Support long-term coastal connectivity by re-establishing track connections between Scorching Bay and Mātai Moana,** including improvements to entranceways and wayfinding as part of broader planning for Mātai Moana.

e. **Balance recreation and environmental management** at Worser Bay by enabling space for sailing, wind-powered water sports, events, and surf lifesaving activities while not making too much of an impact on long-term dune restoration and coastal resilience. The lawn at the northern end can remain lawn for boating and recreation uses.

f. **Support an integrated approach to managing the Worser Bay lease cluster,** fostering collaboration between the yacht club, surf club, scout hall, and other recreation groups, including through applying Te Awe Māpara principles to enhance collaboration. In particular:

   i. Assess opportunities for co-location, shared amenities, and integrated facility management as options become available.

   ii. Encourage partnerships that support shared recreation infrastructure and coordinated programming while maintaining flexibility for diverse recreation needs.

g. **Work alongside Te Herenga Waka o Whetūkairangi (Worser Bay Boating Club)** in exploring opportunities for storytelling, and community-driven marine restoration initiatives like the NZL Blue Belt project, and their other aspirations for this area, while ensuring alignment with council priorities and environmental policies.

h. **Manage Seatoun Wharf and Karaka Bay Wharf as recreational spaces that strengthen public connection** to the water, including for wandering, fishing, boating, jumping, and other water-based activities.

5.3 Protection and restoration of coastal ecosystems

The Eastern Bays sector contains a mix of modified and relatively intact coastal ecosystems. Its sheltered beaches, rocky outcrops, and coastal forest remnants provide habitat for diverse native species.

While this plan does not cover marine management, the adjacent waters support kelp forests that sustain species such as almost all of Te Whanganui a Tara potbellied seahorses and pipefish populations. Key ecological areas include:

Worser Bay dune system: This modified dune system, bordered by roads and housing, is undergoing restoration to replace marram grass with native plants like pīngao and spinifex.

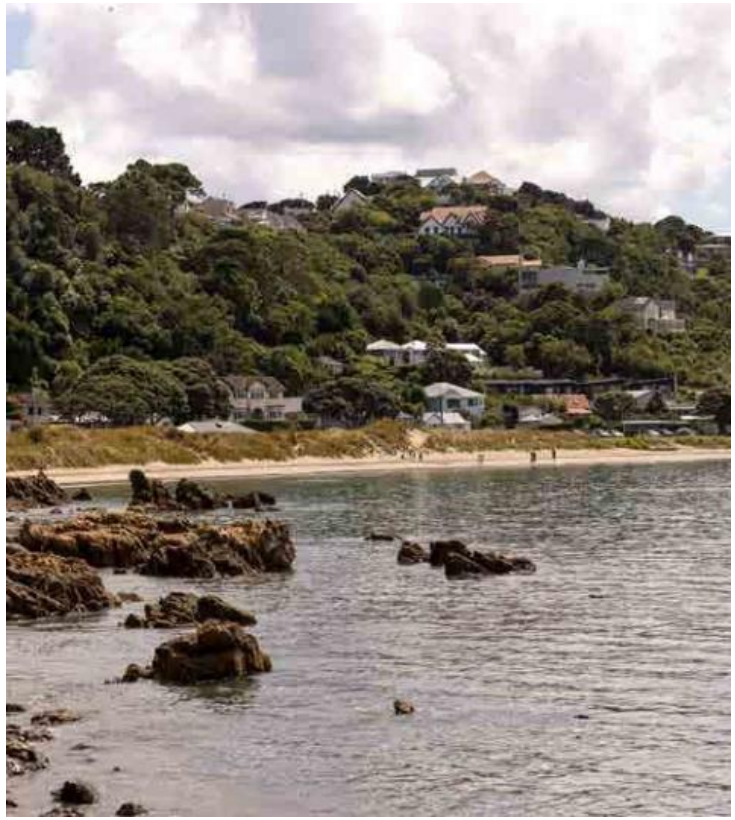
Overton Park and Karaka Bay forest: A remnant coastal forest featuring native species such as karaka, titoki, and wharangi. It provides habitat for kororā (little penguins) and korimako (bellbirds).

Scorching Bay and Point Gordon coastal platforms: These rocky outcrops and shore platforms support unique vegetation like Buchanan's orache and bird species such as the kāruhiruhi (pied shag) and tōrea pango (variable oystercatcher).

Karaka Bay rock stacks: Coastal rock stacks provide vital feeding and roosting habitats for seabirds, including at risk declining species like tarāpunga (red-billed gulls) and tara (white fronted terns), and at risk recovering species like kāruhiruhi (pied shags) and tōrea pango (variable oystercatchers).

Management policy

a. **Support the long-term resilience of the Worser Bay dune system** by continuing restoration efforts, ensuring recreational activities and infrastructure are designed to minimise impacts, and allowing space for natural dune expansion.



5.4 Nature first approach to resilience

The Eastern Bay sector faces increasing challenges from erosion, flooding, and sea-level rise. The historic removal of dunes has left Seatoun Beach highly exposed, leading to frequent flooding, sand accumulation on roads, and difficulties in access and maintenance.

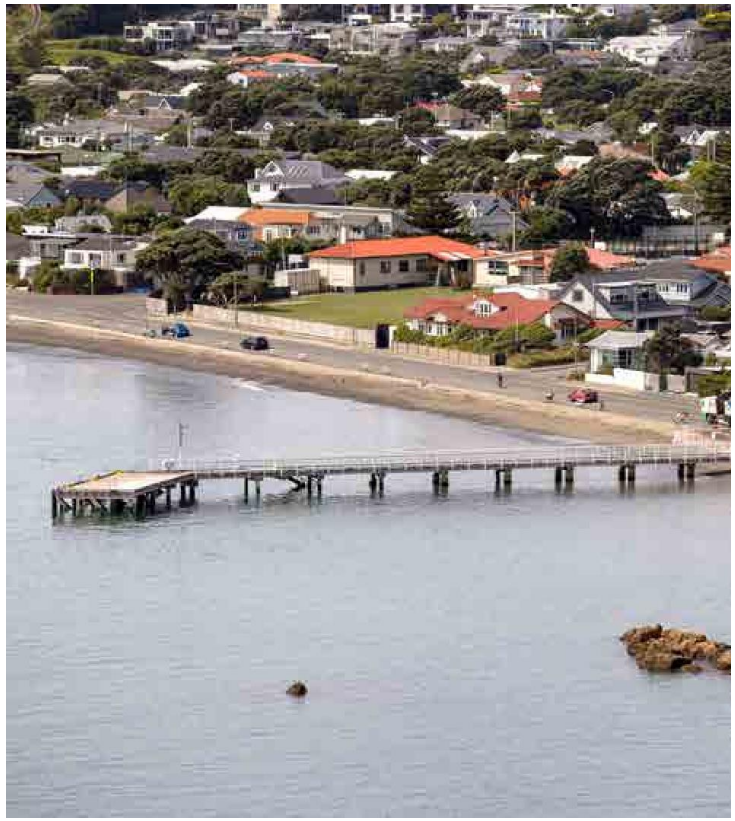
Karaka Bay's narrow coastal platform is experiencing erosion that threatens public infrastructure, including walking access, carparks, and park benches. At Worser Bay, dune restoration efforts are helping stabilise the beach, but the constrained space limits their long-term protective function.

Management policy

a. **Support sand stability at Seatoun Beach** by exploring nature-based solutions such as planting vegetation to reduce windblown sand accumulation on footpaths, roads, and nearby properties.

b. **Assess long-term adaptation options for Karaka Bay,** including engineering solutions and natural resilience measures to manage erosion and maintain safe coastal access.

c. **Monitor vulnerable shorelines across the sector** to understand erosion and flooding processes and inform future adaptive responses.



Eastern Bays | Action table

#	Actions	Funding status	Time frame
1	Investigate and implement targeted planting at parts of Seatoun Beach as a sand-trapping measure to help manage windblown sand impacts.	E	Short
2	Enhance play amenities at Scorching Bay, ensuring they remain high-quality and available year-round for families and visitors.	E	Short
3	Install interpretative signage at key cultural and ecological sites, including at Karaka Grove, Kākāriki Hūtia Pā to enhance public understanding of the sector's history and significance.	E	Medium
5	Assess car parking at Scorching Bay, including provision and location of mobility parking, safety of existing narrow parking areas, and potential additional capacity at peak times.	E	Medium
6	Restore historic names by renaming Overtoun Park to Karaka Onehunga Reserve and the unnamed Worser Bay lawn area to Kākāriki Hūtia Reserve.	E	Short
7	Develop a landscape and amenity plan for the the Eastern Bays Sector (see Value 3: Hononga Taiao – Action 3 for further scope).	N	Short
7.	Seek coastal engineering advice to assess the Te Herenga Waka o Whetūkairangi (Worser Bay Boat Club) proposals for dune restoration, ramp, and boardwalk development at Worser Bay.	E	Medium
8	Investigate restoring the historic track connection from Scorching Bay up to Mātai Moana, and consider a gateway entrance at Scorching Bay as part of the wider Mātai Moana project and in conjunction with the Mātai Moana trust.	E	Medium
9.	Support the swimming community in exploring and securing funding for a swimming platform at Scorching Bay.	E	Medium
9.	Explore opportunities to improve accessibility at Scorching Bay, ensuring pathways, entrances, and facilities cater to people of all abilities. This may include investigating beach wheelchairs, beach matting, and other inclusive design solutions..	E	Medium

Funding status key

E Existing funding covers delivery
N Needs new funding, subject to approval
E/N Review covered by existing funds; implementation may need new funding

Time frame key

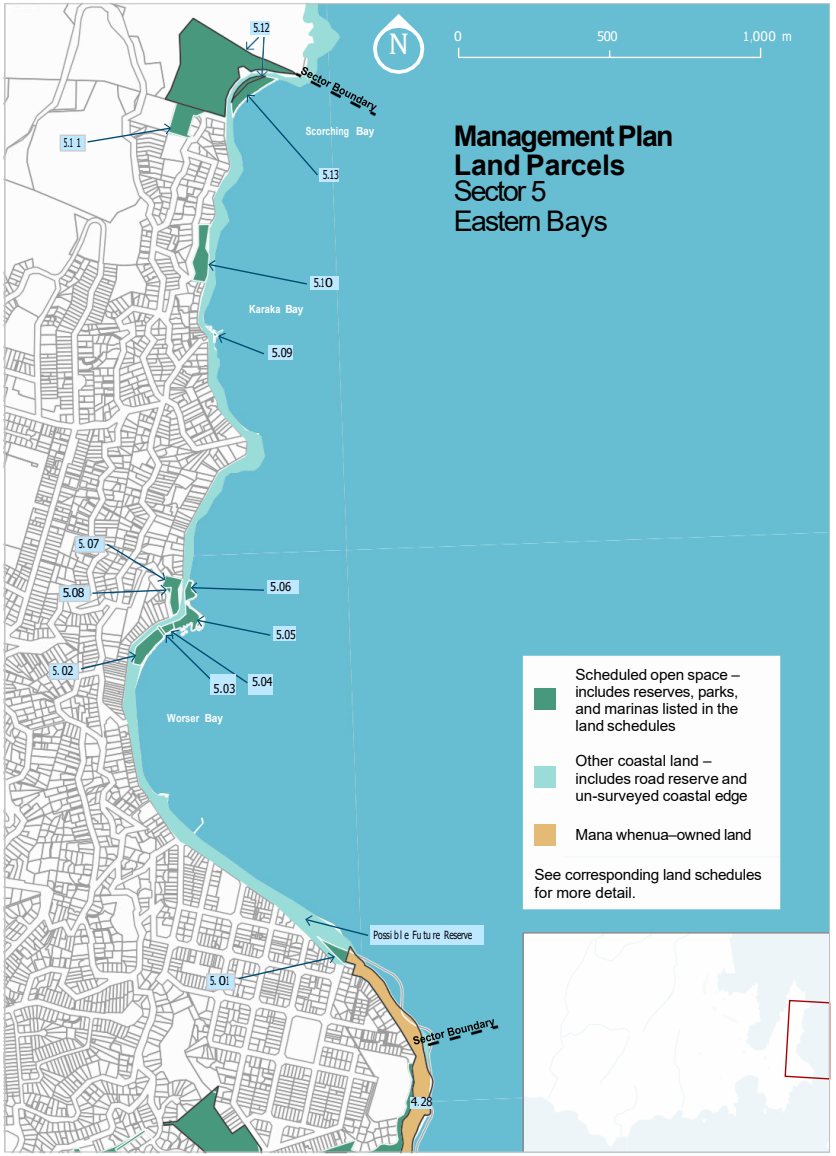
Short (0–4 years)
Medium (5–7 years)
Long (8+ years)

Eastern Bays | **Land schedule**

Map ref	Reserve Name (in NZ Gazette or Statute)	WCC Operational Name	WCC site number	Legal description	Record of Title	LINZ Parcel ID	Land area (ha)	Reserves Act classification	NZ Gazette Notice or Statutory Action	Notes
5.01	Churchill Park	Churchill Park and Play Area	1208	Lot 1 DP 6189	WN358/274	3984184	0.2469	Recreation Reserve	1994 p917 (amendment)	
5.02	Worser Bay Beach	Worser Bay	0302	Part Lot 7 DP 2755	WN53C/679	3776894	0.5239	Recreation Reserve	2017 In6557	
5.03	Worser Bay Beach	Worser Bay	0302	Lot 8 DP 2755	WN53C/679	3838758	0.0301	Recreation Reserve	2017 In6557	
5.04	Worser Bay Beach	Worser Bay	0302	Lot 9 DP 2755	WN53C/679	3890884	0.1012	Recreation Reserve	2017 In6557	
5.05	Unnamed in Gaz Notice	Worser Bay	0302	Part Section 8 Watts Peninsula DIST	WN424/180	3853814	0.3769	Pleasure Ground	1930 p3543	Requires classification.
5.06	Worser Bay Beach	Worser Bay	0302	Lot 10 DP 2755	WN53C/679	4059608	0.1319	Recreation Reserve	2017 In6557	
5.07	Worser Bay Beach	Worser Bay	0302	Part Lot 6 DP 2755	WN53C/679	3842895	0.4305	Recreation Reserve	2017 In6557	
5.08	Worser Bay Beach	Worser Bay	0302	Section 104 Watts Peninsula DIST	WN53C/679	3840243	0.0228	Recreation Reserve	2017 In6557	
5.09	n/a	Karaka Bay Wharf	1879	Part of a closed Road through Section 4 Watts Peninsula District	WN156/99	7569397	0.0316	n/a	n/a	Requires classification.
5.10	Unknown	Overton Park	0460	Lot 15 Block VIII DP 858	WN216/182	3851672	0.7183	Recreation Reserve	By statutory action in 1987	Potential reclassification.
5.11	Scorching Bay Recreation Reserve	Scorching Bay	0511	Section 79 Watts Peninsula DIST	WN24A/84	3859218	0.7288	Recreation Reserve	1982 p380	
5.12	Scorching Bay Recreation Reserve	Scorching Bay	0511	Part Section 32 Watts Peninsula DIST	WN24A/84	3764872	5.7973	Recreation Reserve	1982 p380	
5.13	Scorching Bay Recreation Reserve	Scorching Bay	0511	Section 93 Watts Peninsula DIST	WN24A/84	3880274	0.5438	Recreation Reserve	1982 p380	

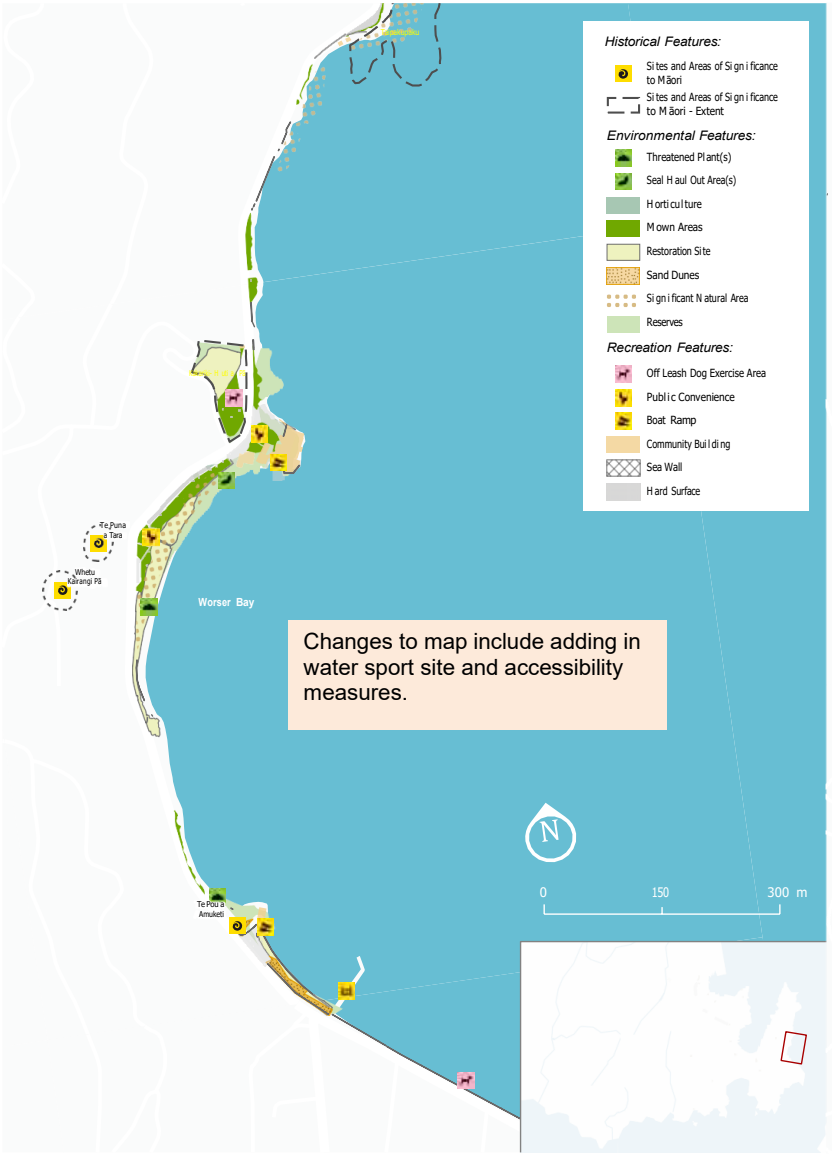


Wellington City Council



Management Overview Maps




Historical Features:
Sites and Areas of Significance to Māori
Sites and Areas of Significance to Māori - Extent
Environmental Features:
Threatened Plant(s)
Seal Haul Out Area(s)
Horticulture
Mown Areas
Restoration Site
Sand Dunes
Significant Natural Area
Reserves
Recreation Features:
Off Leash Dog Exercise Area
Public Convenience
Boat Ramp
Community Building
Sea Wall
Hard Surface
Te Puna o Tara
Whetu Kārangi Pā
Worser Bay
Te Pou o Amuketi
Changes to map include adding in water sport site and accessibility measures.
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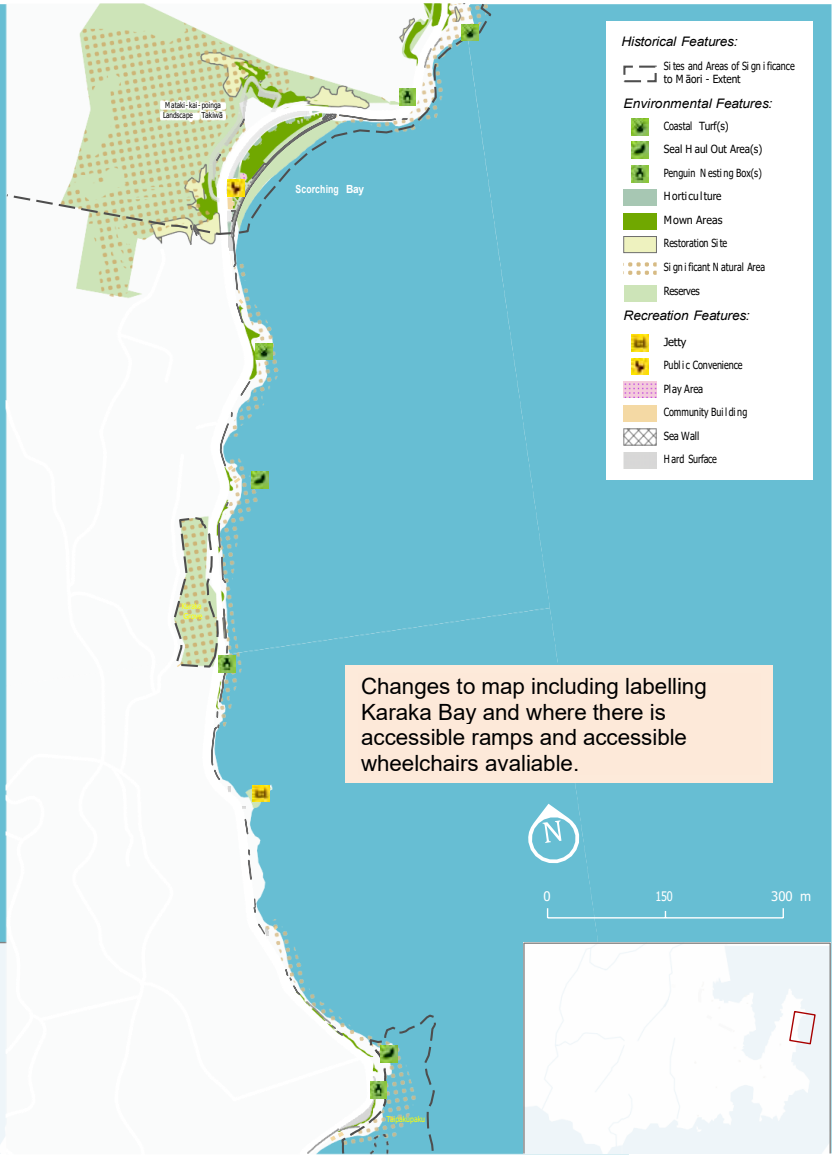
Historical Features:
Sites and Areas of Significance to Māori - Extent
Environmental Features:
Coastal Turf(s)
Seal Haul Out Area(s)
Penguin Nesting Box(s)
Horticulture
Mown Areas
Restoration Site
Significant Natural Area
Reserves
Recreation Features:
Jetty
Public Convenience
Play Area
Community Building
Sea Wall
Hard Surface
Mataki-kai-poinga Landscape - Takiwā
Scorching Bay
Changes to map including labelling Karaka Bay and where there is accessible ramps and accessible wheelchairs avaliable.
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Sector 6
Māhanga Bay to Maupuia

The Māhanga Bay to Maupuia sector spans 5.8 km of coastline from Māhanga Bay to the eastern edge of Cobham Drive, including Kau Bay, Shelly Bay, Shark Bay, and Carter Park. The area includes scenic reserve land (Carter Park), while other areas remain legal road land.

Note: Mātai Moana, the 74-hectare undeveloped area adjacent to this sector is Crown-owned and falls outside council management. Future plans to establish a public reserve in partnership with Tāranaki Whānui will be addressed through the development of a separate management plan.



6.1 Enduring connection to the landscape

The Māhanga Bay to Maupuia sector holds deep cultural significance for mana whenua, reflecting centuries of Māori settlement.

The area contains key sites of historical and cultural importance, including pā sites, kāinga (settlements), mahinga kai (traditional food-gathering areas), and European military landmarks. A narrow shore platform runs along the coastline, with a coastal road butting against the steep escarpments, emphasising the dramatic interface between land and sea. Although the area is close to the city, its undeveloped and natural setting fosters a sense of tranquillity.

Key sites and stories of significance

Historic Pā and settlement sites: This area contained significant pā and kāinga sites. Māhanga Pā at Māhanga Bay held a strategic position with visual links across the peninsula, while Kau-whaaua-waru at Kau Bay relied on freshwater streams flowing into the bay to sustain its kāinga. Mataki kai

Poinga, located on the Miramar ridgeline, was an important pā site associated with Ngāti Kaitangata, offering commanding views over the harbour and surrounding coast. Two stands of ancient karaka, mixed with māhoe and ngaio, hold cultural and ecological significance, reflecting the area's role as a traditional Māori food source.

Shelly Bay (Marukaikuru/Taikuru): Once the Te Ātiawa settlement of Marukaikuru, Shelly Bay played a key role in early Taranaki migrations. Following Crown acquisition in 1885, the area became a military hub.

Fort Ballance and Kau Point Battery: Constructed in response to the "Russian Scare" of the late 19th century, Fort Ballance was Wellington's principal coastal defence site and remains one of New Zealand's best-preserved fortifications from this period. These sites are reminders of New Zealand's defensive history and the Crown's military presence on the Miramar Peninsula.

Massey Memorial: A large nationally significant monument commemorating Prime Minister William Massey's death in 1925.

Management policy

a. **Protect key historic sites** by discouraging activities that could lead to environmental or cultural degradation.
b. **Recognise and interpret historic sites,** integrating cultural narratives into signage, storytelling, and reserve management.
c. **Collaborate with the Mātai Moana Trust** on planning and management for this area



62 Access to the coast for recreation and enjoyment

This Māhanga Bay to Maupuia is valued for its recreational opportunities, including fishing, kayaking, windsports at Shark Bay, diving at Kau Bay, Māhanga Bay and Shark Bay, and cycling along the coast. Visitors park along Shelly Bay Road and Massey Bay Road for secluded swimming and diving spots, and freedom campers also use these areas.

The narrow coastal road and limited track connections create challenges for recreation access. Public feedback strongly supports a safer, more pedestrian-friendly design, with improved walking and cycling options and better amenities to enhance the area's recreational experience.

Carter Park provides walking and mountain bike tracks, a dog exercise area, and a fairy village, connecting Maupuia to the coast.

Management policy

a. **Provide recreational amenities along the coast** such as picnic areas, seating, and toilets to support diverse recreation in the area.

b. **Trial temporary road closures for recreation use and events along Massey Road,** with the potential to establish a regular schedule if successful and feasible.

c. **Support planning for the future of the Shelly Bay** council-owned land, considering its role as a community recreation space/ park and a key gateway into the Mātai Moana.

d. **Maintain and enhance Carter Park as a key recreational** connector between Miramar and the coast, supporting walking, biking, and nature-based experiences.

e. **Support planning for the future of Māhanga Bay** as part of Mātai Moana, recognising its role as a coastal recreation space and potential entrance point into the wider landscape.

f. **Recognise Māhanga Bay, Kau Point, and Shark Bay as** important dive sites with high biodiversity and recreational value.

g. **Recognise Shark Bay as a wind-powered water sports** location, and ensure launch and rigging access needs are considered in planning and project works.



6.3 Protection and restoration of coastal ecosystems

The Māhanga Bay to Maupuia sector features rocky outcrops, seepages and turf fields, regenerating forests, coastal shrublands, and a rich variety of native flora and fauna, including several at-risk or threatened species.

The success of predator-free initiatives across the peninsula has allowed native wildlife to thrive, making this an ideal location for further restoration efforts. Key Significant Natural Areas (SNAs) and important habitats within this sector include:

Fort Ballance Road forest: A regenerating forest corridor divided by Fort Ballance Road, hosting diverse native vegetation – including kohekohe, wharangi, māhoe, and coastal māhoe – and habitat for kōrora, moko kākāriki (green geckos), and other indigenous wildlife.

Kau Point rocky coast and shrubland: An area renowned for some of Wellington's best rock stack vegetation, including rare species like coastal māhoe and tumatakuru (speargrass), and providing important habitat for declining species such as the kororā (little penguin), tarāpunga (red-billed gull), and tōrea pango (variable oystercatcher). Kuaka (diving petrels) have been seen near Point Halswell.

Maupuia Reserve Coastal Forest: A rare coastal mānuka treeland regenerating in former swamp valleys, supporting diverse flora (including northern rātā and whau (corkwood) and fauna like the bush falcon and moko kākāriki (green gecko). With seasonal streams and a variety of native species including rauemi (kidney fern), piupiu (crown fern), kiekie, kamahi, and kōtukutuku (tree fuchsia). This area is threatened by invasive climbing asparagus weed but remains an important ecological stronghold.

Shark Bay Coastal escarpment forest: coastal escarpment featuring māhoe and whararikī shrubland, with a rare coastal forest at its northern end, comprising ngaio, taupata, māhoe, kawakawa, karo, and pōhutukawa.

The sector faces persistent environmental challenges, including potential contamination from former military sites and habitat degradation caused by freedom camping and vehicle access, all of which threaten its ecological resilience.

Management policy

a. **Formalise parking areas** using measures such as bollards to protect sensitive ecosystems. Designated parking areas prevent vehicle intrusion into ecologically vulnerable areas.

b. **Protect native fauna and flora** through exploring the use of established conservation areas, for example safe translocation site for kororā and working with the community.



6.4 Nature first approach to resilience

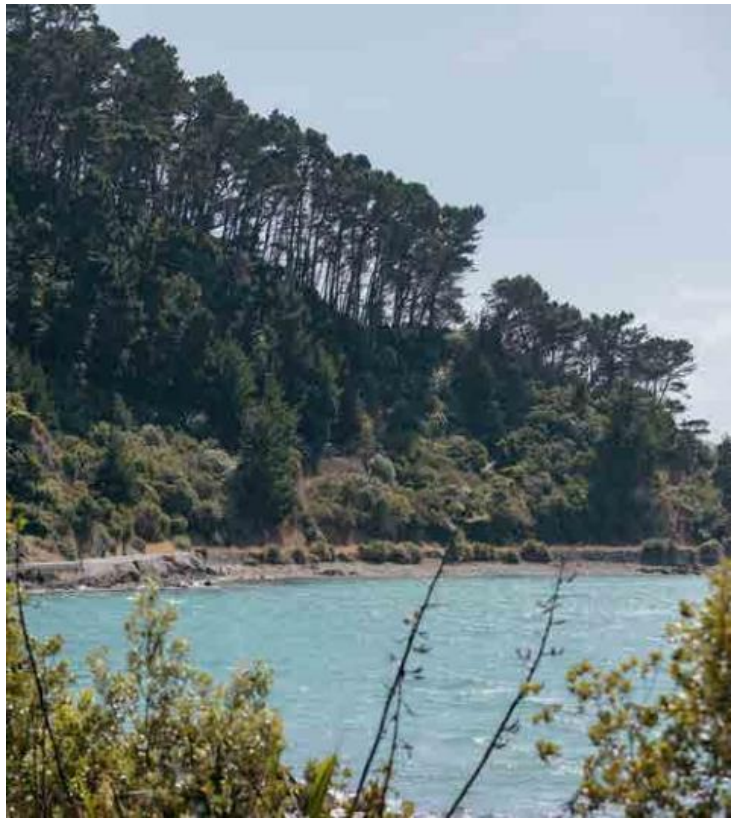
The Māhanga Bay to Maupuia Sectoris a narrow coastal corridor bordered by steep escarpments and the sea, with recent seawall upgrades attempting to mitigate erosion and storm damage.

However, the area remains vulnerable to sea-level rise and storms. Modelling shows that rising sea levels will increasingly impact this area. In some areas, ongoing armouring may be needed to sustain access to the coastal road.

A significant idea raised through community consultation is the potential **transformation of Shelly Bay Road and Massey Road** into a recreational zone. This could include reducing the road to a single lane, creating more space for nature and active recreation, and minimising the need for ongoing protection as sea levels rise. This concept requires further exploration through coastal resilience and transport planning processes.

Management policy

a. **Support planning for the potential reconfiguration** of the vulnerable coastal road into a recreation zone, considering allowing for natural coastal processes to occur while maintaining emergency access.



Māhanga Bay to Maupuia | Action table

#	Actions	Funding status	Time frame
1	Provide a new public toilet in this sector.	N	Medium
2	Investigate whether to retain or remove the old NIWA boat ramp at Māhanga Bay, considering current use, condition, and potential for future education or coastal access.	E	Short
3	Identify locations for penguin habitat restoration along the coastal road and potential safe zones	E	Short
4	Investigate traffic resolution options to allow for regular temporary closures of Massey Road for events	E	Short
5	Create a project to assess the future of Massey Road and Shelly Bay Road as a pedestrian-friendly route, including the option to reduce traffic to one lane, traffic calming, as part of progressing a continuous walking connection in this section of Te Aranui o Pōneke – Great Harbour Way. Implementation of the project should be incorporated into Asset Management Plans and considered for funding through a future LTP/Annual Plan.	N	Long
6	Investigate, and if appropriate following environmental assessment, develop a Grade 3 or 4 mountain bike track connecting Centennial Reserve to Shark Bay with Trails Wellington, within Carter Park.	E	Medium
7	Take an integrated approach to coastal access, entranceway development, and management planning at potential entrances to Mātai Moana, including future use of Council-owned land and the road corridor at Shelly Bay, Massey Memorial (Owned by the Ministry of Culture and Heritage), Māhanga Bay, and Scorching Bay in conjunction with the Mātai Moana trust.	E	Medium
8	Develop a landscape and amenity plan for the Māhanga Bay to Maupuia Sector (see Value 3: Hononga Taiao – Action 3 for further scope).	N	Short
9	Investigate reserve classification for the coastal headland between Kau Bay and Māhanga Bay to support long-term protection of its environmental and landscape values.	E	Medium

Funding status key

E Existing funding covers delivery
N Needs new funding, subject to approval
E/N Review covered by existing funds; implementation may need new funding

Time frame key

Short (0–4 years)
Medium (5–7 years)
Long (8+ years)

Māhanga Bay to Maupuia| Land schedule

Map ref	Reserve Name (in NZ Gazette or Statute)	WCC Operational Name	WCC site number	Legal description	Record of Title	LINZ Parcel ID	Land area (ha)	Reserves Act classification	NZ Gazette Notice or Statutory Action	Notes
6.01	n/a	270 Massey Road	3932	Part Section 2 Watts Peninsula DIST	490203	3972273	0.2981	n/a	n/a	Local Purpose (Carparking and Access) Reserve under the Local Government Act.
6.02	n/a	270 Massey Road	3932	Section 3 SO 391376	490203	6985046	0.0226	n/a	n/a	Local Purpose (Carparking and Access) Reserve under the Local Government Act.
6.03	Carter Park	Carter Park	1990	Part Section 20 Watts Peninsula DIST	601426	7418058	15.97 (est)	Scenic Reserve (b)	2017 In6557	Only harbour-facing slopes under this management plan (remainder under Suburban Reserves Mgmt Plan).



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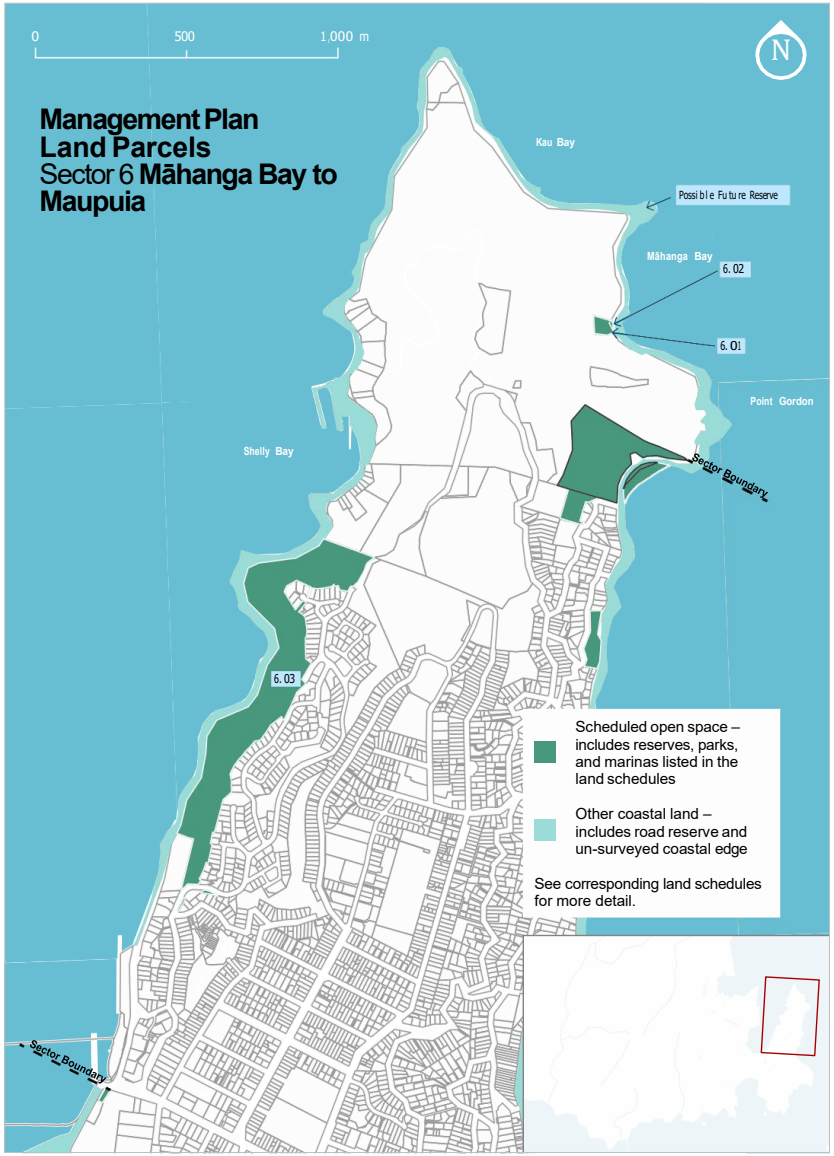
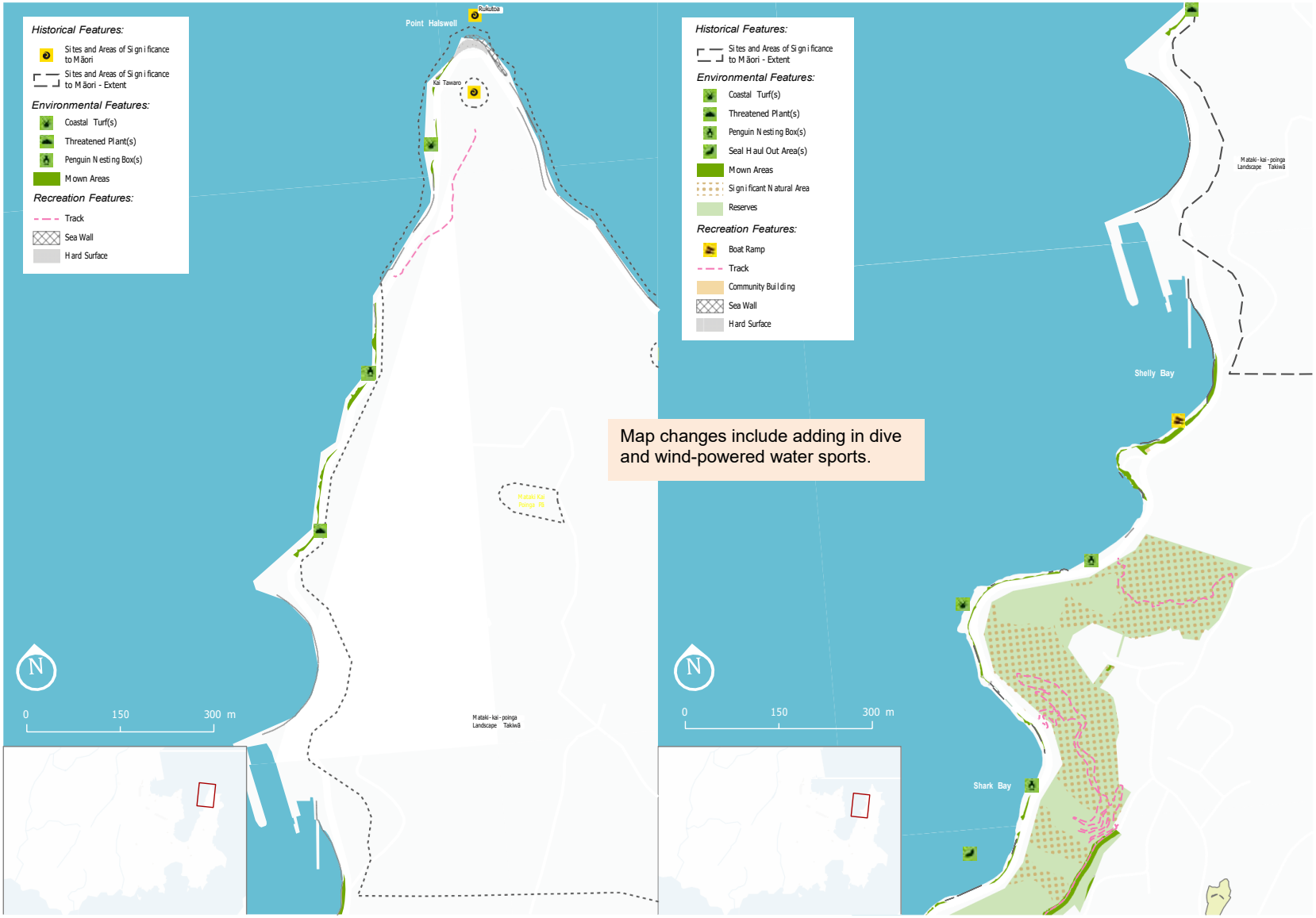


Management Overview Maps




Historical Features:
Sites and Areas of Significance to Māori
Sites and Areas of Significance to Māori - Extent
Environmental Features:
Coastal Turf(s)
Threatened Plant(s)
Penguin Nesting Box(s)
Mown Areas
Recreation Features:
Track
Sea Wall
Hard Surface
Point Halswell
Rukutoa
Kā Tawaro
Matakī Kai Ponga Pā
Matakī-kai-poinga Landscape Takiwā
N
0
150
300 m
Historical Features:
Sites and Areas of Significance to Māori - Extent
Environmental Features:
Coastal Turf(s)
Threatened Plant(s)
Penguin Nesting Box(s)
Seal Haul Out Area(s)
Mown Areas
Significant Natural Area
Reserves
Recreation Features:
Boat Ramp
Track
Community Building
Sea Wall
Hard Surface
Matakī-kai-poinga Landscape Takiwā
Shelly Bay
Shark Bay
N
0
150
300 m
Map changes include adding in dive and wind-powered water sports.

Management Overview Maps



Sector 7
Ākautangi
Evans Bay

Ākautangi sector extends approximately 5 km along the sheltered waters of Wellington Harbour, from Cobham Drive to Ōmarukaikuru (Jerningham Point). This coastline includes key recreation spaces such as Evans Bay Marina, Hataitai Beach, Cog Park, Greta Point, and Balaena Bay. These areas include recreation, historic, and local purpose reserves, as detailed in the land schedule section.



7.1 Enduring connection to landscape

Ākautangi means "The Coast That Cries" – it was the name of a pā at the head of Evans Bay and speaks to the sound and energy of the wind and waves crashing along the coastline.

The Haowhenua earthquake from around 1460 transformed a once isolated island into the connected Miramar Peninsula and shaped the U-shaped contours of Evans Bay. This coastline has now been heavily modified by reclamation, seawalls, roads and marinas, and over the past century has become a focal point for boating and water-based recreation. It was the base for New Zealand's flying boat services in the mid-20th century, now remembered through the Flying Boat Jetty at Cog Park. The Evans Bay Yacht & Motor Boat Club, founded in 1919, and the Evans Bay Marina, established in the 1960s.

The area also retains small sandy bays at Balaena Bay and Hataitai Beach, and the intensified landscaping along Cobham Drive shows how natural elements can be woven into the urban fabric to enhance the coastal experience.

Key sites and stories of significance

Maupuia Pā and Ākautangi Pā: Nearby pā sites that reflect the historic settlement of the area.

Evans Bay patent slip: New Zealand's first patent slip (1873–1980), central to Wellington's maritime industry. Though much of the original structure has been lost, interpretive displays help preserve its story.

Flying Boat Jetty: Built in 1951, this jetty supported New Zealand's first international airport, facilitating seaplane travel. Located at Cog Park, it remains a recreational facility, mainly used for fishing, diving, and jumping off into the water.

Balaena Bay maritime heritage: The name 'Balaena' could have arisen from the early whalers operating from Port Nicholson in the 1800s, who may have dragged whales onto the beach at Balaena Bay. The bay was used as a place for boatbuilding in the early 19th century.

Waipapa Awa (Waipapa Stream): Historically flowing down the valley between today's Town Belt and ridge-tops, the Waipapa stream once descended to reach the Evans Bay shoreline. Known for its 'Good Water' in early charts, hinting at the valley's natural freshwater systems prior to urban modification.

Maunga Mātairangi (Mount Victoria): Closely tied to Māori cosmology through the story of the tūpua Whātaitai and Ngāke, Mātairangi, along with the nearby peak Tangi Te Keo, forms part of a cultural landscape shaped by ancient myth. These peaks are reminders of ancestral presence and the enduring spiritual narratives associated with Wellington's natural features.

Management policy

a. **Recognise and protect the Cog Park heritage** area as a heritage reserve of Wellington's maritime history including Evans Bay Patent Slip and Flying Boat Jetty, through restoration, signage, and educational initiatives.

b. **Support greening along the coastal** edge by incorporating planting and landscape enhancements that strengthen connections to nature and complement urban design.

c. **Support the integration of public art** along Ākautangi.



Contents

72 Access to the coast for recreation and enjoyment

Ākautangi combines boating and facilities with popular swimming spots at Hataitai Beach and Balaena Bay, and Cog Park as a community park, all linked by the well-used Tahitai shared coastal pathway along the harbour edge.

These areas support a broad range of outdoor pursuits, from swimming, boating, paddling and fishing to picnics, dog recreation, cycling, community events, and freedom camping. Public feedback has highlighted the importance of Hatiatai Beach and Balaena Bay as close to the city swimming spots and desire for more on-site amenities — such as saunas, pontoons, and food trucks — alongside strong calls to invest in and improve the Evans Bay Water Recreation Precinct.

Ākautangi Water Recreation Precinct
The precinct occupies approximately 3.5 hectares of reclaimed land along Evans Bay Parade. It is home to a diverse network of clubs, affiliates, and community users, including the Evans Bay Yacht & Motor Boat Club (EBYMBC), Wellington Surf Casting & Angling Club, waka ama groups, kayaking and paddleboarding clubs, Sailability Wellington for disabled sailors, inter-school and university sailing programmes, the Coastguard, and the Council owned and run Evans Bay Marina.

Facilities include public jetties, a breakwater, boat and trailer parking, hardstand areas, a freedom camping site, and Wellington's most heavily used public boat ramp. The marina, built in the 1960s, has 141 berths, about 46 boatsheds and 40 dinghy sheds, plus extensive car parking. The EBYMBC club building is shared by multiple groups, while the Wellington Volunteer Coastguard operates from its distinctive octagonal building.

Extensive planning over the past decade — including marina demand studies, financial modelling, and design options — has highlighted both the strengths and challenges of the precinct, calling for a clear business case based on market research and a funding pathway to renew the marina and boat ramp, ensure fair and sustainable operating costs, plan for sea-level rise, and enhance wider use and visitor experience.

Management policy

a. **Manage Cog Park and Hataitai Beach** as a primary coastal area and community hub, through:
   i. Providing year-round access to ocean swimming amenities.
   ii. Accommodating large-scale events and community gatherings.
   iii. Supporting appropriate commercial activities that enhance recreational use (eg food trucks, sauna)
   iv. Allowing for an off-leash dog area at Cog Park.
   v. Integrating heritage interpretation to highlight cultural and historical significance.

b. **Protect and promote public access at Greta Point**, improving connections, considering activation and wayfinding to address concerns that the area feels closed off.

c. **Manage the Balaena Bay** car park to prioritise recreation access to the beach

d. **Manage the Ākautangi Water Recreation Precinct** (including the marina, boat ramp, car park, yacht club, and associated open spaces) as a multi-user water sports precinct by
   i. **Supporting a diverse range of water-based** recreation groups and activities, including waka ama, sailing, paddling, and community events in the precint..
   ii. **Lease arrangements and club facility** use should align with Te Awe Māpara, the Community Facilities Plan, enabling multi-use partnerships
   iii. **Work with clubs to maintain and invest in safe,** functional boating infrastructure, including jetties, boat ramps, and hardstand areas, with consideration for sea-level rise and climate resilience.
   iv. **Manage the Evans Bay boat ramp as an important public facility**, providing safe access and space for vehicles and trailers.
   v. **Supporting public access and visitor experience** across the precinct, pursuing a welcoming coastal place to spend time and enjoy the water's edge.
   vi. **Supporting the long-term financial sustainability** of the marina and precinct through appropriate operating models.
   vii. **Continue to manage the Evans Bay freedom camping are**a with appropriate amenities and clear guidelines, balancing the needs of campers with parking availability for other coastal users and recreation activities.

e. **Enable access to wharves, jetties, and breakwaters outside of the marina** for fishing activities, providing appropriate amenities such as bait stations and bins for fishing waste and materials to support responsible use.

73 Protection and restoration of coastal ecosystems

Though heavily urbanised, Ākautangi still retains important ecological values and opportunities for habitat restoration.

Kororā (little penguins) seek refuge in rock walls and fenced areas, while seabirds rely on coastal structures as perching and nesting sites. Indigenous vegetation thrives where careful restoration efforts are undertaken, and unique marine communities persist in the shallow waters along Cobham Drive. With thoughtful stewardship – through penguin sanctuaries, reducing litter and pollution, creating habitats in urban spaces, and sustainably managing marinas – these ecosystems can continue to thrive despite urban pressures.



Greta Point (north end, and south end) and Evans Bay Breakwater kororā areas: Nesting kororā benefit from fenced areas, native plantings, and nest boxes, supported by collaborations between Council, mana whenua, NIWA, and community groups such as Places for Penguins (Forest and Bird). Protective measures against off-leash dogs, along with habitat enhancements on the breakwater, help safeguard these vulnerable birds.

Cobham Drive coastal restoration: Targeted indigenous plantings, including a threatened plant seed orchard, are helping to strengthen biodiversity and build more resilient coastal habitats

Adamsiella beds and horse mussel communities (shallow waters of Evans Bay, near the Marina): These ecologically significant marine habitats, recognised in the GWRC resource plans for their high biodiversity value, serve as vital nurseries and feeding grounds. However, they face ongoing threats from sedimentation, anchoring, and declining water quality.

The Evans Bay foreshore suffers from significant litter accumulation due to stormwater drains and coastal littering as well as the tides seeming to bring litter from the harbour to Evans Bay and particularly Cobham Drive. This not only harms marine life but also diminishes the area's aesthetic and ecological value.

Management policy

a. **Manage Greta Point and Evans Bay Breakwater as urban kororā safe areas,** supporting habitat restoration through nesting sites, native vegetation, and public awareness initiatives.
b. **Convert suitable verges, traffic islands, and underutilised areas into indigenous coastal habitats** to strengthen biodiversity and ecological connectivity.
c. **Manage waste and litter management** along Cobham Drive and Evans Bay, utilising innovative solutions and effective stormwater controls to reduce pollution entering sensitive habitats.
d. **Continue to restore indigenous habitats** along Cobham Drive and protect as a threatened plant seed orchard.
e. **Maintain robust** marine biosecurity measures at marina and boat ramp structures to prevent the spread of invasive species, in collaboration with GWRC.

7.4 Nature first approach to resilience

The Ākautangi coastline faces ongoing challenges from sea-level rise, erosion, and aging infrastructure.

Recent improvements, including reinforcement of the sea wall through the Tahitai project in the 2020s, have strengthened coastal defences and protected key road corridors. Yet, the rising tide will increasingly affect reclaimed land and nearby amenities on the roadside, such as the marina, Cog Park, and diminishing beach areas, a concern echoed by the community. Given the area's heavily urbanised character, critical transport routes, and limited space, nature-based solutions or coastal retreat strategies may be impractical. Instead, a continued focus on protection, armouring, and engineered adaptations will guide the development and maintenance of coastal recreation assets and facilities in this sector.

Management policy

a. **Plan for the integration of adaptive infrastructure at Ākautangi water recreation precinct,** including floating pontoons, to enhance long-term coastal resilience and accommodate rising sea levels.

b. **Support the long-term viability of beach recreation areas** by exploring beach nourishment and other coastal adaptation measures at Hataitai Beach and Balaena Bay



Ākautangi Evans Bay | **Action table**

#	Actions	Funding status	Time frame
1	Assess whether the jetty at Greta Point should be removed due to underutilisation and ongoing maintenance costs, ensuring alignment with coastal recreation and infrastructure priorities.	E	Short
2	Investigate options to enhance waste and litter management along Cobham Drive and Evans Bay, particularly in areas where litter congregates, implementing stormwater improvements and litter reduction initiatives to protect marine habitats.	E/N	Medium
3	Upgrade the Evans Bay boat ramp to improve safety and usability at Wellington's most-used boat ramp.	E	Medium
4	Develop a master plan and business case for the Ākautangi Water Recreation Precinct for investment that takes a holistic view of the area's future. Continuing to work with existing tenants, clubs, and stakeholders. This work should:: • Enhance recreation access and landscape amenity, visitor experience and support public use, multi-use recreation, and increased greening. • Assess alternative operating models for Evans Bay Marina to support long-term financial sustainability and enable necessary infrastructure upgrades. Building on work that has been done to date. • Plan to optimise leases, licences, and the use of public space and assets across the precinct.. • Integrate protection and enhancement of kororā (little penguin) habitat in areas of the precinct where practicable. • Strengthen collaboration across the precinct's clubs, community groups, and water recreation organisations, in line with Te Awe Māpara – the Community Facilities Plan – by building on the hub model offered by the the club, that supports shared spaces, coordinated programming, and efficient use of resources, while recognising and building on the strong collaboration already happening between clubs.	E/N	Medium
	Implementation of the plan should be incorporated into Asset Management Plans and considered for funding through a future LTP/Annual Plan.		
4	Improve wayfinding improvements and access at Greta Point, addressing public concerns about its current disconnected feel.	E	Medium
5	Investigate long-term actions to maintain beach access and amenity in the face of sea level rise and coastal change, focusing on vulnerable sites such as Hataitai Beach.	E/N	Long

Funding status key

E Existing funding covers delivery
N Needs new funding, subject to approval
E/N Review covered by existing funds; implementation may need new funding

Time frame key

Short (0–4 years)
Medium (5–7 years)
Long (8+ years)

Ākautangi Evans Bay | **Land schedule**

Map ref	Reserve Name (in NZ Gazette or Statute)	WCC Operational Name	WCC site number	Legal description	Record of Title	LINZ Parcel ID	Land area (ha)	Reserves Act classification	NZ Gazette Notice or Statutory Action	Notes
7.01	n/a	Miramar Amenities Centre	1713	Part Lot 2 DP 2592 and Part Reclamation Evans bay District	WNC1/1428	3813937	0.1012	n/a	n/a	Held under Local Government Act.
7.02	n/a	Includes Evans Bay Marina, Freedom Camping, Boat Ramp & Yacht Club areas	3872, 3873, 3874, 1451	Lot 11 Deposited Plan 88745	WN56B/543	4050216	3.5440	n/a	n/a	Held under Local Government Act.
7.03	Rewa Road Reserve	Rewa Road Reserve	0040	Lot 79-81 Deposited Plan 2016	374052	3927393, 4042229, 4039649	0.1464	Recreation Reserve	2017 In 6557	
7.04	n/a	Cog Park	2354	Lot 1 Deposited Plan 88742	WN56B/535	3904428	0.2382	n/a	Esplanade Reserve	Managed as part of Cog Park. Potential reclassification.
7.05	Cog Park	Cog Park	1749	Lot 2 Deposited Plan 88742	WN56B/536	4060033	0.9640	Recreation Reserve	2017-In6557	
7.06	Patent Slip	Patent Slip	2511	Lot 1 Deposited Plan 319018	74446	6614093	0.0670	Historic Reserve	2017 In 6557	
7.07	Treasure Island Play area	Treasure Island/ Kainui Reserve (dog exercise area)	1777	Lot 3 Deposited Plan 345516	186568	6743996	0.2810	Recreation reserve	2013 p1554	
7.08	Patent Slip	Patent Slip	1730	Lot 2 Deposited Plan 345516	186567	6743995	0.4214	Historic Reserve	2017 In6557	
7.09	n/a	Greta Point Esplanade Reserve	2355	Lot 3 Deposited Plan 88742	WN56B/537	3821119	0.0066	Esplanade Reserve	n/a	

7.10	n/a	Greta Point Esplanade Reserve	2356	Lot 4 DP 88742	WN56B/538	3900991	0.006	Esplanade Reserve	n/a	
7.11	n/a	Greta Point Esplanade Reserve	2357	Lot 5 Deposited Plan 88742	WN56B/539	4018238	0.5800	Esplanade Reserve	n/a	
7.12	n/a	Greta Point Kororā Reserve	0990	Section 3 Survey Office Plan 34240	WN56C/573	4065317	0.1700	Esplanade Reserve	n/a	Potential reclassification.
7.13	Balaena Bay	Balaena Bay Reserve	2394	Part Reserve A Evans Bay District,	WN785/64	3913185	0.0809	Local Purpose Reserve (Esplanade)	1989 p4482	Potential reclassification.
7.14	Unnamed in Gaz Notice	Balaena Bay Reserve	0476	Lot 1 and Part Lot 2 Deposited Plan 10749	WN575/146	3939973, 3751456	0.0510	Recreation Reserve	1995 p2438	



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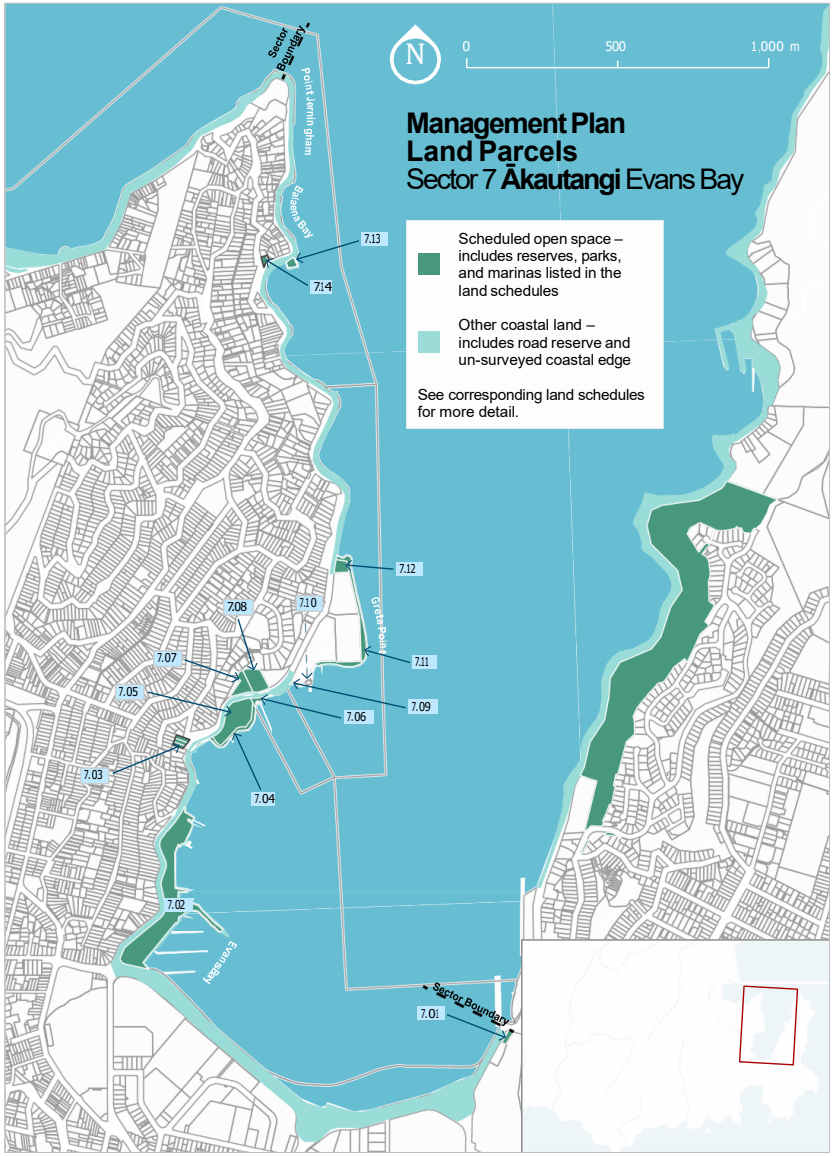
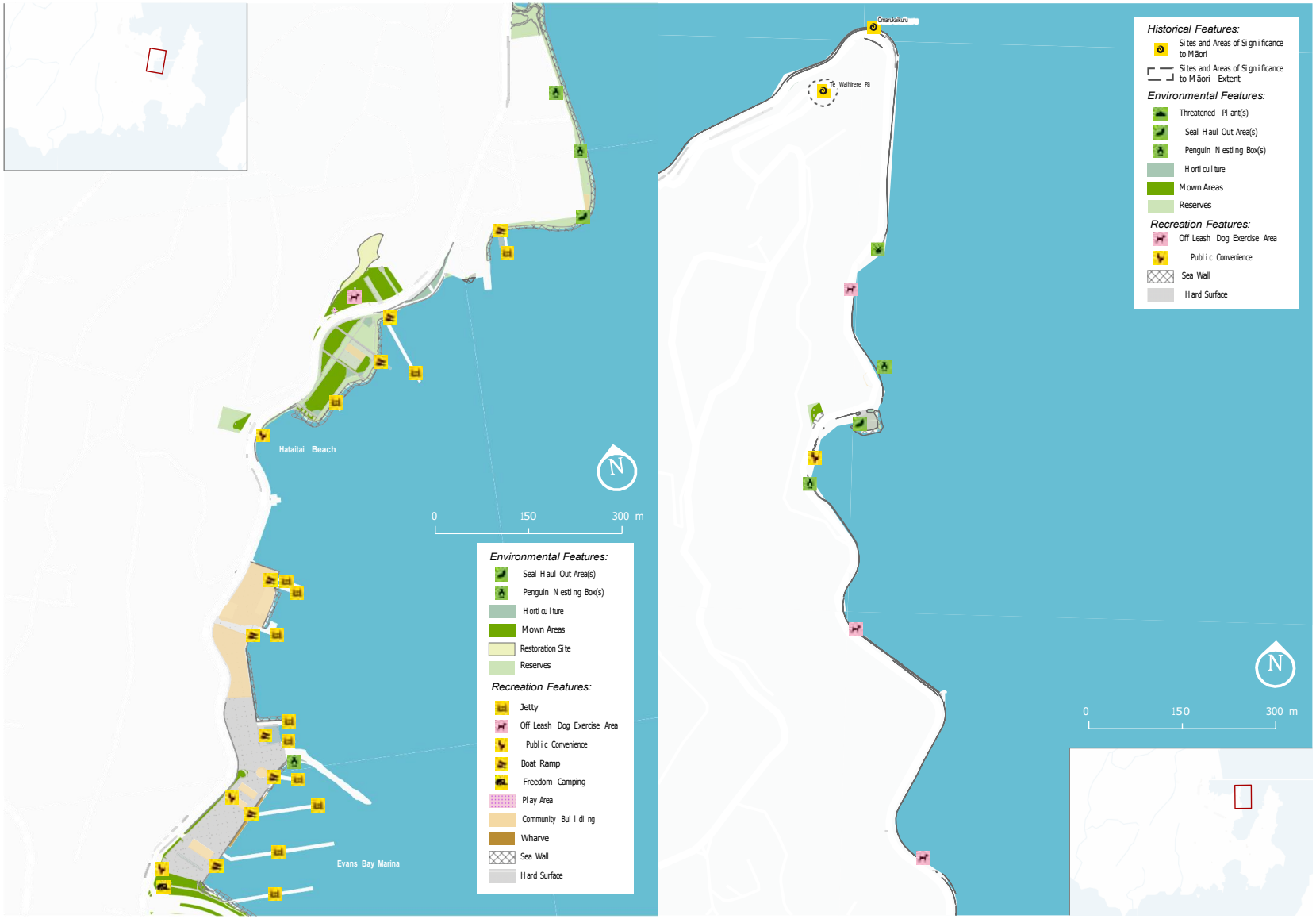


Management Overview Maps




Hataitai Beach
Evans Bay Marina
Te Waihirere Pā
0
150
300 m
N
Environmental Features:
Seal Haul Out Area(s)
Penguin Nesting Box(s)
Horticulture
Mown Areas
Restoration Site
Reserves
Recreation Features:
Jetty
Off Leash Dog Exercise Area
Public Convenience
Boat Ramp
Freedom Camping
Play Area
Community Building
Wharve
Sea Wall
Hard Surface
Historical Features:
Sites and Areas of Significance to Māori
Sites and Areas of Significance to Māori - Extent
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Penguin Nesting Box(s)
Horticulture
Mown Areas
Reserves
Recreation Features:
Off Leash Dog Exercise Area
Public Convenience
Sea Wall
Hard Surface

Sector 8 Oriental Bay

Stretching from Ōmarukaikuru (Jerningham Point) to Clyde Quay Boat Harbour, the Oriental Bay sector stands as one of Wellington's most iconic coastal destinations. This sector encompasses the Parade, Oriental Bay Beach and Freyberg Beach and does not include land classified as a reserve as shown in the schedule.



8.1 Enduring connection to the landscape

Oriental Bay is one of Wellington's most recognisable coastal landscapes,

This coastline was historically part of a Ngāi Tara defensive network, with Ōmarukaikuru (Jerningham Point) connected to Te Waihirere Pā on the Te Ranga a Hiwi ridgeline, forming a strategic landscape of lookout points and pā sites.

The area was named after the ship Oriental, which brought some of Wellington's earliest European settlers. This area developed from a natural coastal edge into the "Riviera of Wellington," renowned for its sandy beaches, generous promenade, and prominent backdrop of residential apartments. Its prominence in tourism, postcards, and popular culture underscores its importance to both the local economy and Wellington's urban waterfront identity. Significant modifications – seawalls, reclamation, and imported sand – have created a highly modified urban environment. Its transformation into a premier recreational hub began in the early 20th century, highlighted by the construction of the Band Rotunda (1919), Clyde Quay Boat Harbour (1901), Te Aro Baths (now Freyberg Pool) (1862), and the planting of the now iconic Norfolk pines in 1917.

Key places and stories of significance

Beach modifications: Oriental Bay's shoreline has changed over time. By the 1920s, a concrete seawall was constructed to protect the promenade and road, though it restricted the beach area at high tide. Efforts to enhance the bay as an attractive destination began in 1944 with the introduction of approximately 10,000 tonnes of sand. In 2004, a more extensive re-nourishment added 22,000 tonnes of Golden Bay sand.

Ōmarukaikuru (Jerningham Point): This headland was historically significant to Ngāi Tara, with Te Waihirere Pā located on the Te Ranga a Hiwi ridgeline. The area served as part of a network of defensive sites and pathways that connected the harbour to the southern coast.

Band rotunda: The original wooden rotunda served as a music venue and social focal point from 1919. By 1937, demand for changing facilities led to its replacement with a reinforced concrete pavilion. Over the years, it has functioned as a bathing space, restaurant, and arts venue, remaining a cultural and architectural landmark. It is now undergoing redevelopment, with plans including a bathhouse, day spa, restaurant, bar, and public rooftop access.

Clyde Quay Boat Harbour: Developed between 1901 and 1904 through reclamation, Clyde Quay Boat Harbour opened as New Zealand's first purpose-built private marina. Featuring heritage boatsheds, clubrooms, and WWII-era structures, it continues as a maritime precinct reflecting Wellington's nautical heritage.

Carter Fountain: Gifted to the city and installed in 1973 to honour the Carter family, this fountain's 16-meter jet and lighting installations contribute a sense of spectacle to Oriental Bay's waterfront.

Freyberg Pool and Te Aro Baths: Established as the Te Aro Baths in 1862, this seawater pool offered early Wellingtonians a place to swim and recreate by the sea. A century later, in 1963, it was transformed into the modernist Freyberg Pool, named in honour of Lord Bernard Freyberg – a national swimming champion, war hero, and Governor-General.

Management policy

a. **Maintain and manage the Carter Fountain** as a treasured waterfront feature, preserving its aesthetic and historical value while ensuring its ongoing operational integrity.

82 Access to the coast for recreation and enjoyment

Oriental Bay is Wellington's busiest coastal destination, with 86% of Wellingtonians visiting in the past year.

It offers a year-round hub for recreation and social activity, where people swim, walk, cycle, and relax along the waterfront. The bay hosts swimming events, beach volleyball, and community festivals, while its mix of urban amenities and coastal charm makes it a key space for both locals and visitors.

Oriental Bay is probably the busiest ocean swimming location in the city. It is supported by pontoons, showers, and changing facilities, which are heavily used. Community feedback highlights the need to ensure these remain fit-for-purpose and available year-round.

Management policy

a. **Manage Oriental Bay Beach and Freyberg Beach** as Wellington's premier coastal destination.

b. **Maintain the area as a multi-use space,** supporting a broad range of recreation activities and events.

c. **Ensure amenities at Oriental Bay and Freyberg Beach are welcoming, inclusive, and fit-for-purpose by applying universal design principles** that support accessibility, usability, and diverse recreational needs.

d. **Sustain the attractiveness and usability of the beach through high standards of maintenance and beach grooming** that reflect its high visitor numbers and modified coastal environment.

e. **Maintain the regular sand shifting and sand replenishment programme,** guided by monitoring reports and designed to anticipate and mitigate the effects of sea-level rise.

f. **Promote Oriental Bay as a vibrant hub for cultural and community events** by enabling appropriate commercial activities that complement its character and enhance public enjoyment of the area.

g. **Provide safe and equitable access to shared spaces on the promenade** including paths for pedestrians, cyclists, and scooters, while ensuring safe integration of transport modes.

h. **Facilitate strong multimodal connections to the area through** public transport, parking, walking, and cycling infrastructure.

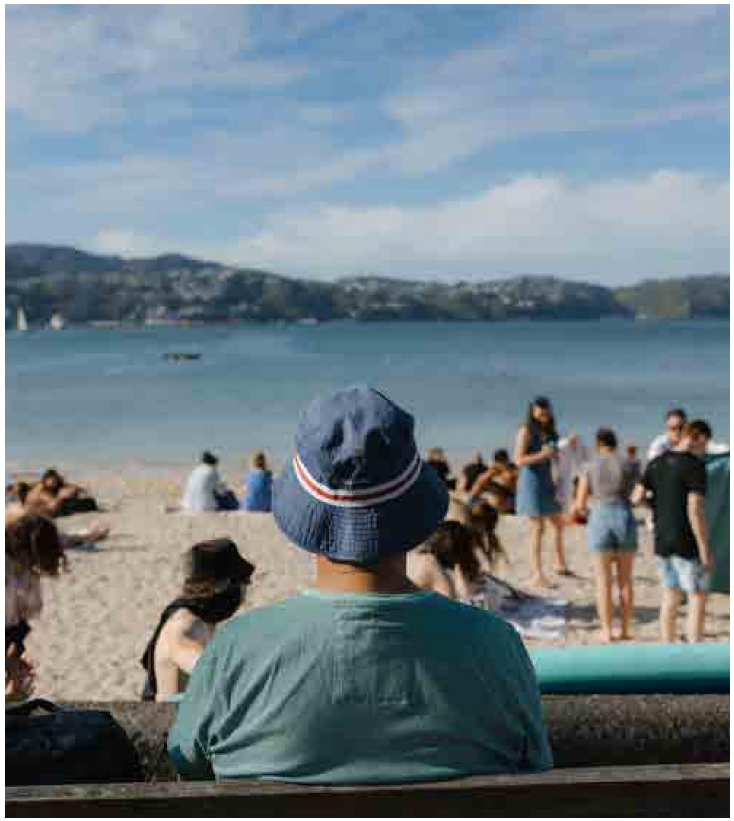
i. **Facilitate year-round access to swimming facilities** by supporting high-quality infrastructure, including showers, well- maintained pontoons, and changing areas. Maintenance schedules should minimise disruptions, and facilities should be designed to encourage all-season use, reflecting community demand for swimming and water-based activities.

j. **Facilitate limited use of Freyberg Beach as a boat launch site for safety and emergency response purposes,** ensuring access for agencies such as GWRC and Maritime NZ while restricting general public use to protect the beach's recreational and environmental values.

k. **Maintain recreation infrastructure** to support recreational fishing, including rod holders and other facilities that enable safe and sustainable use.

l. **Continue to support surf lifesaving services at Oriental Bay,** recognising their role in ensuring public safety at high-use coastal areas.





8.3 Protection and restoration of coastal ecosystems

While the natural environment has been heavily modified since the 1890s, Oriental Bay still offers opportunities for nature within its urban coastal setting.

Enhancements in 2004 created artificial rock pools supporting diverse marine life, including seaweed, fish, and algae, with occasional seal visits. Despite urban pressures, Oriental Bay demonstrates how engineered environments can support marine biodiversity alongside recreation and aesthetics. Given its popularity, the area offers an important nature connection for central city dwellers and visitors.

Management policy

a. **Maintain high standards of rubbish management,** including working with the community to ensure the beach and surrounding areas remain clean and free from rubbish.
b. **Integrate ecological benefits into marine structures,** supporting marine biodiversity through habitat-enhancing designs that accommodate species such as mussels, seaweed, fish, and algae.
c. **Enhance coastal greening and shade opportunities,** incorporating climbing plants, shade trees, and habitat restoration to support biodiversity and visitor comfort.
d. **Manage Norfolk Island pines as a long-term feature of the coastal landscape,** developing a succession plan for canopy continuity and ensuring ongoing care and maintenance.

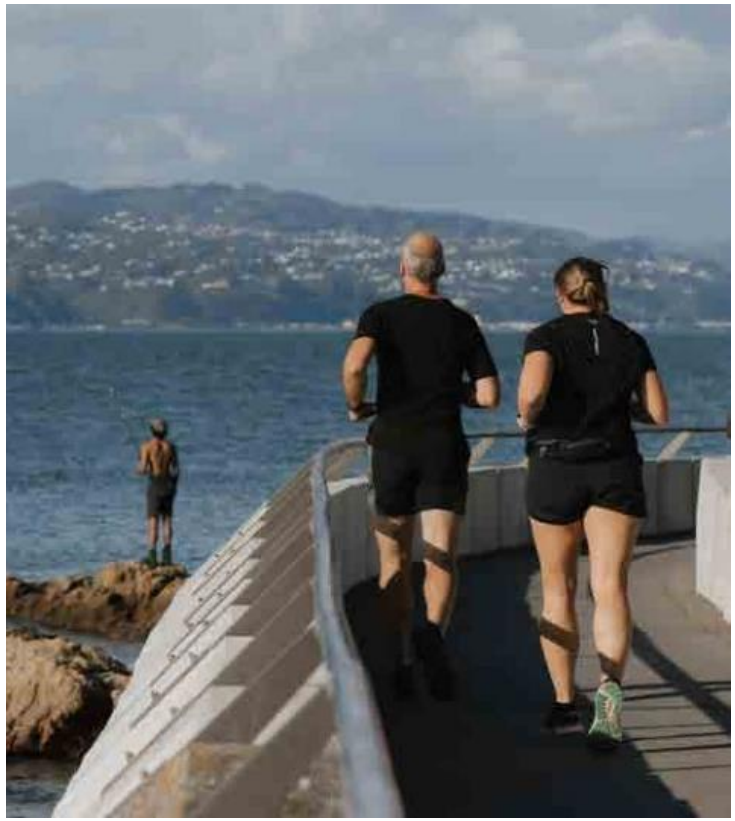
8.4 Nature first approach to resilience

Oriental Bay is a heavily urbanised coastal environment, maintained through engineered solutions like seawalls, imported sand, and artificial habitats rather than natural coastal processes.

Sand replenishment, seawall upkeep, and habitat-friendly infrastructure help counter erosion and maintain the bay's appeal. Given its urban setting, managed retreat is unlikely; instead, proactive management will address challenges posed by sea-level rise and storm surges to ensure Oriental Bay remains a premier recreational coastal destination.

Management policy

a. **Manage Clyde Quay Boat Harbour as a historic and resilient coastal asset** by maintaining and upgrading infrastructure to withstand sea-level rise and storm surges, ensuring its long-term functionality for recreation, heritage, and marine activities.



Oriental Bay | **Action table**

#	Actions	Funding status	Time frame
1	Develop a Clyde Quay Boat Harbour improvement plan, including an options assessment for extending timber decking and duplicating the existing breastwork to improve public access.	E/N	Medium
2	Develop a Norfolk Island Pine management plan, building on existing work to assess tree health, guide maintenance, and support long-term canopy cover.	N	Medium
3	Work with swimming groups to look at improving swimming safety information at Oriental Bay.	E	Short
4. Review the licence agreement and coastal permit in conjunction with GWRC to determine the future of the Tug Boat, and, depending on the outcome, consider options to repurpose the site for other aquatic recreation uses.		E	Long
5. Explore opportunities to improve accessibility at Freyberg Beach, ensuring pathways, entrances, and facilities cater to people of all abilities including looking at how people can hire the beach wheel chair more easily .		E/N	Short
6. Investigate improving the amenities at Freyberg Beach, recognising high visitor demand and community feedback, including consideration of additional amenities such as lockers.		E/N	Medium

Funding status key

E Existing funding covers delivery

N Needs new funding, subject to approval

E/N Review covered by existing funds; implementation may need new funding

Time frame key

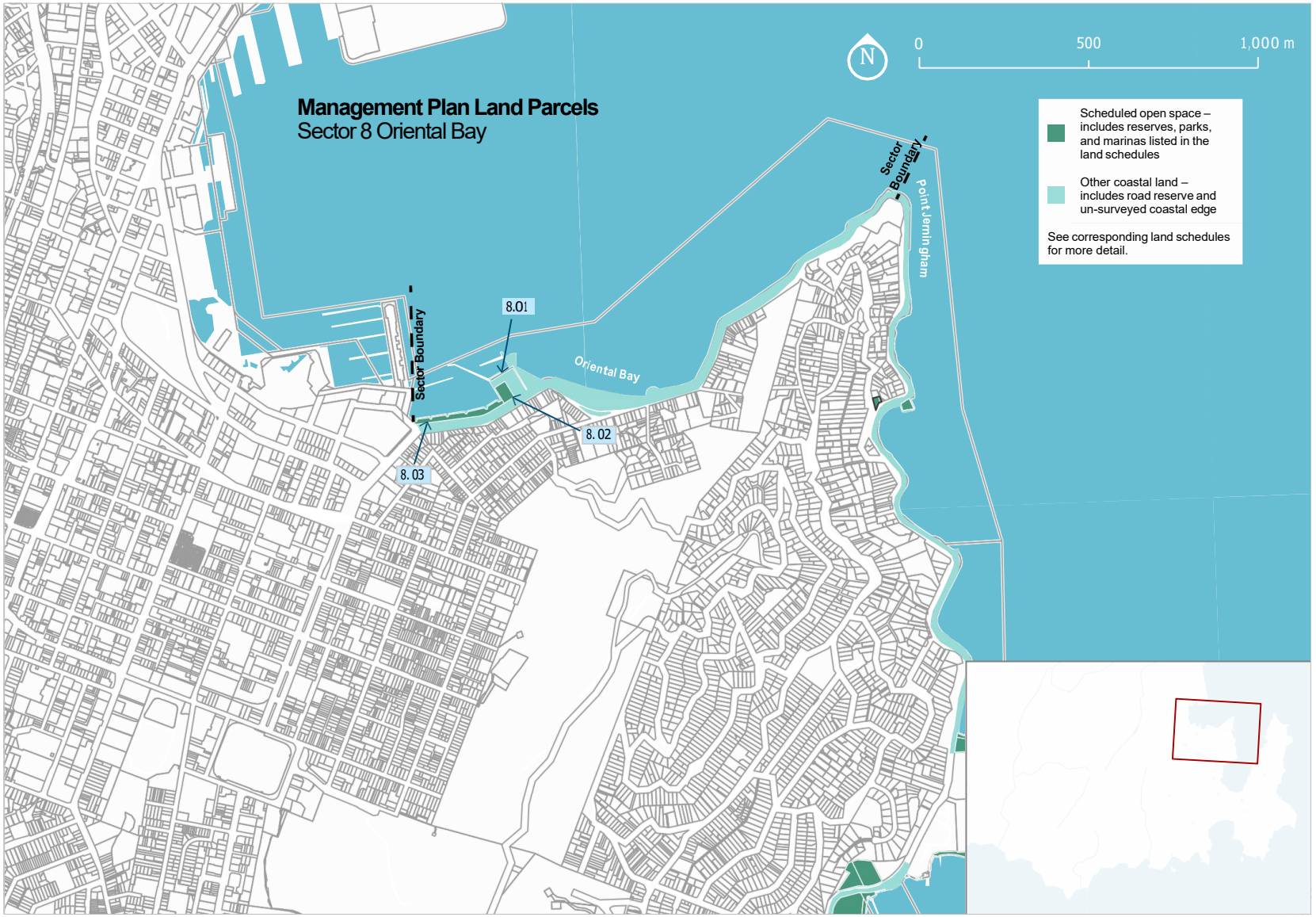
Short (0–4 years)

Medium (5–7 years)

Long (8+ years)

Oriental Bay | **Land schedule**

Map ref	Reserve Name (in NZ Gazette or Statute)	WCC Operational Name	WCC site number	Legal description	Record of Title	LINZ Parcel ID	Land area (ha)	Reserves Act classification	NZ Gazette Notice or Statutory Action	Notes
8.01	n/a	Freyberg Pool Reclamation Land	n/a	Section 33 Block VII Port Nicholson SD	No assoc title	3829581	0.0661	n/a	n/a	Reclaimed land, held under Local Government Act.
8.02	n/a	Freyberg Pool & Beach Play Area	1268	Section 34 and Section 32 Block VII Port Nicholson Survey District	WN27D/765	4004303	0.5798	n/a	n/a	
8.03	n/a	Yacht Club & Boat Sheds	1748	Section 1 SO Plan 24076	WNC1/1427	3839207	0.4156	n/a	n/a	


Management Plan Land Parcels
Sector 8 Oriental Bay
N
0
500
1,000 m
Scheduled open space – includes reserves, parks, and marinas listed in the land schedules
Other coastal land – includes road reserve and un-surveyed coastal edge
See corresponding land schedules for more detail.
Sector Boundary
Sector Boundary
Point Jerningham
Oriental Bay
8.01
8.02
8.03

Management Overview Maps





Contents

Kuputaka
Glossary

Key terms used in this plan

Amenity planting – Planting primarily to make places pleasant for people, such as to provide shelter, shade, screening or aesthetic value.

Beach – Means the foreshore (including the intertidal zone above the mean low water spring) and any area above mean high water springs that can reasonably be considered the beach environment including areas of sand, pebbles, shingle, dunes or coastal vegetation typically found close to a marine environment.

Coastal escarpment – A steep slope or cliff along the coastline.

Coastal turf – A community of ground hugging, low plants that grows in harsh coastal conditions.

Dog exercise area – Means any designated public area where dogs are allowed off-leash under the control of their owner.

Freedom camping – The practice of camping in public areas with minimal or no facilities.

Indigenous biodiversity – Biological life, including plants, animals and micro-organisms, that naturally occur in a given area.

Intertidal zone – The area of the shoreline that is exposed at low tide and submerged at high tide, usually supporting diverse marine life.

Managed retreat – The process of relocating built features, such as buildings and infrastructure, away from hazardous areas.

Nature-based solutions – Actions to build environmental resilience by working with natural processes to protect and restore ecosystems. Examples on the coast include dune restoration, planting to stabilise exposed areas from erosion, and wetland protection to filter sediment.

Reserve classification – One of seven classes of reserve defined under the Reserves Act 1977 (recreation, historic, scenic, nature, scientific, government purpose or local purpose). Every reserve must be classified according to its primary purpose to ensure it is appropriately managed.

Sea-Level Rise (SLR) – The gradual increase in global sea levels due to climate change.

Significant Natural Area (SNA) – An area identified in the District Plan for its high ecological value and contribution to biodiversity.

Soft engineering – Environmentally friendly methods of coastal protection, such as beach nourishment or planting, that use natural materials and work with natural processes.

Storm surge – Temporary sea-level rise caused by extreme weather conditions.

Structures – Man-made constructions or facilities, including toilets, ramps, signage, fences, and buildings.

Threatened plant – A native plant species classified as at risk or threatened under the New Zealand Threat Classification System.

Wind powered water sport – Windsurfing, windfoiling and kitesurfing**.**

Kupu Māori – Māori terms used in this plan

Ahi kā – Continuous occupation or connection to place.

Atua – Ancestor or spiritual entity; often a deity associated with natural elements.

Īnanga – Whitebait; the collective term for juvenile native fish species that migrate upstream from the sea into rivers and streams during certain times of the year.

Kaimoana – Seafood or food gathered from the sea.

Kaitiaki – Guardian or caretaker, often with spiritual and ancestral responsibility.

Kāinga – Home, village or settlement.

Karaka – Native tree, valued for its fruit as a traditional food source rich in carbohydrates.

Kekeno – New Zealand fur seal.

Kōrero tuku iho – Oral traditions.

Kororā – Little penguin.

Kōura – Crayfish.

Mahinga kai – Traditional food-gathering practices and sites.

Manaakitanga – Hospitality, care for others.

Mana whenua – Authority and responsibilities held by iwi or hapū over land and resources.

Mana moana – Authority and responsibility over the sea and coastal areas.

Moana – Ocean or sea.

Māra kai – Cultivated food gardens.

Mātauranga Māori – Māori knowledge and worldview, including environmental and ecological knowledge.

Mauri – life force or essence.

Mokomoko – Lizard or gecko.

Pā – Fortified village or settlement.

Pakahā – Fluttering shearwater.

Pakanga – Conflict or battle.

Rāhui – Temporary restriction placed on an area or resource for protection or regeneration.

Rohe – Tribal boundary or area.

Rongoā – Traditional healing/ medicinal plants.

Taiao – The natural world or environment.

Tākapu – Gannet seabird.

Taonga – Treasure or something precious, including cultural and natural resources.

Tarāpunga – Red-billed gull.

Tikanga – Protocols and customs guiding correct behaviour and practices.

Tītī – Muttonbird.

Tohu – Sign or indicator, often used to refer to environmental cues.

Tupuna – Ancestor.

Tahapū – Estuary or river mouth.

Wāhi tapu – Sacred or culturally significant site.

Wāhi tūpuna – Ancestral site or place of historical significance.

Waka – Canoe.

Whakataukī – Proverbs.

Whakairo – Carving used to express identity, ancestry, and cultural stories.

Whenua – Land.

Ngā Ingoa Wāhi – Māori Place Names

Ākautangi – Evans Bay

Mātairangi – Mt Victoria

Pāriwhero – Red Rocks

Te Whanganui a Tara – Wellington Harbour

Te Moana o Raukawakawa / Te Moana o Raukawa – Cook Strait. Both names are used by mana whenua to refer to the strait between the North and South Islands, reflecting different traditions and histories.

Taputeranga – Refers to the island off Island Bay.

Tangi Te Keo – Peak on Mātairangi/ Mt Victoria.

Te Rimurapa – Sinclair head.

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Me Heke Ki Pōneke
CB01245



Appendix B:
Name changes

As part of Tātou ki Uta – the Coastal Reserves Management Plan.

August 2025

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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Overview

As part of Tātou ki Uta - the draft Coastal Reserves Management Plan, Wellington City Council (the Council) consulted on eight reserve name changes that aim to reflect the histories, identities, and cultural significance of coastal places. The proposals seek to:

- Restore traditional Māori place names
- Correct historical inaccuracies
- Provide meaningful names for currently unnamed areas

Each proposal includes the meaning of the proposed name, the origin or background of the current name, and a rationale for the change.

These proposed names have been assessed against the Council's Naming Policy – *Te Māpihi Maurea*, which provides the framework for naming and renaming open spaces, roads, and public facilities. The policy prioritises names that:

- Recognise sites of importance to mana whenua
- Reflect local cultural identity, geography, and heritage
- Promote the use of appropriate te reo Māori names, particularly where grounded in kōrero tuku iho (oral histories) and pūrākau (traditional narratives)

The proposed name changes are consistent with these principles and support the implementation of *Te Tauihu*, theCouncil's te reo Māori policy, contributing to the goal of Wellington becoming a te reo Māori capital by 2040.

All proposed name changes were subject to public consultation. Public feedback on the eight proposals was mixed from our public survey: 56% supported restoring Māori place names and strengthening te reo use, 21% opposed, and the remainder were neutral or conditional. Supporters saw restoration as the right thing to do—correcting historical inaccuracies, recognising mana whenua relationships to place, and strengthening language and local identity—while others worried about losing familiar names or confusion, often preferring dual recognition. Many asked for clear interpretation and pronunciation guidance. Further detail is in the Public Consultation Summary.

Name change proposals

Proposal 1: Shorland Park to Te Mapunga Park

The meaning of the proposed name

Te Mapunga refers to *Te Mapunga kāinga*, a pre-European Māori settlement located in the Island Bay area. The name is also associated with the black shag (kawau), a seabird once commonly seen roosting along this part of the coast. According to the Cultural Values Assessment prepared by Taranaki Whānui, the arrival of Te Mapunga – the bird – heralded a seasonal shift and was seen as a sign of better times to come. The shag's skilled fishing abilities were observed by Māori to help locate fish, reflecting an intimate relationship between people and the environment. The name Te Mapunga therefore carries both cultural and ecological significance.

Taranaki Whānui representatives have stressed that restoring this name is important to them.

The current name

Shorland Park is named after John O. Shorland, a Wellington City Councillor (1917–1921), who in in retirement helped build playground equipment in the area and was a prominent community member. The park was named posthumously in 1950.

Further information about Shorland was provided by Colin Feslier of the Wellington Southern Bays Historical Society:

> *The society has recently published material on J.O. Shorland for whom the Council named the park almost 75 years ago. Mr Shorland was a city councillor, a champion cyclist, the owner of one of the first cycle shops (1902) in Wellington, an advocate for parks, including Victory Park, the initiator of the Island Bay fish oil industry, a Justice of the Peace and a bach owner at Island Bay before the suburb developed. He and his wife Edith Sophia Shorland were leading supporters of the bowling, bowls and croquet clubs. He built the house at 159 Derwent St on the site of his bach and it was there he built the boat Rehutai which was commandeered for military use in World War ll, including, local oral history states, for the transport of internees to Matiu Island. He was the deputy chair of the committee responsible for the band rotunda war memorial and made and installed the first swings at what later became Shorland park. He was known locally, unsurprisingly, as the Mayor of Island Bay.*
>
> *His family, as Bay residents are by association also linked to the park's name. His sons, were notably successful. Brian Shorland, OBE, FRSNZ, PhD, DSc (Liverpool), DSc (VUW) brought up in the Bay, was a leading scientist for whom the Association of Science named its Shorland Medal. His other son, Hon Mr Justice (William Perry) Shorland was the father of Hon Justice (Olive Anne Gertrude) Gambrill (née Shorland) CNZM, the first woman to sit on the High Court bench in New Zealand, and the seventh woman admitted to the judiciary.*

Colin Feslier noted that Shorland Park is the only place in Island Bay named after a local.

In addition, some of Shorland's descendants still live in Island Bay and object to this name change proposal.

Rationale for change

This change was requested by Taranaki Whānui in their Cultural Values Assessment for Tātou ki Uta. It seeks to restore a traditional place name associated with a historic kāinga and reflect the ancestral connection to the area. The proposed name, e Māpunga, reaffirms mana whenua presence and acknowledges the local ecological and seasonal indicators that guided daily life. While Shorland's contribution is recognised, the proposed name acknowledges the site's layered history and enduring Māori identity, supporting Tātou ki Uta objectives of cultural restoration and place-based storytelling.

The site of *Te Mapunga kāinga* is also identified in the Wellington District Plan (SCHED7) as a Site and Area of significance to Māori, reinforcing the appropriateness of the proposed name.

This proposal is consistent with the Wellington City Council Naming Policy – *Te Māpihi Maurea*, which prioritises:

- Recognising sites of significance to mana whenua
- Supporting the use of appropriate te reo Māori names
- Telling the stories embedded in the landscape



Figure 1: Map of parks proposed to be renamed Te Mapunga Kainga

Recommendation: Defer this decision and undertake further targeted engagement before a final recommendation is made.

In Tātou ki Uta, officers recommend deferring the decision to allow further discussion with mana whenua, descendants, and the Southern Bays Historical Society. A potential middle ground could include:

- Restoring the name Te Mapunga Park to recognise the kāinga and its cultural significance.
- Retaining Shorland's contribution by naming the playground area of the park - Shorland Play Area, providing dual recognition.
- Installing on-site interpretation to tell the stories of both Te Mapunga kāinga and Councillor John O. Shorland.

Proposal 2: Melbourne Road Reserve to Uruhau Reserve

The meaning of the proposed name

Uruhau is the name of a historic pā site in this area. The name may symbolise wind, movement, and life force – with *uru* meaning heat, passion, or traditional performance, and *hau* meaning wind, breath, or vital essence. This is fitting for a prominent and windswept coastal location.

Meaning of the current name

Named after the adjacent street, Melbourne Road.

Rationale for change

This reserve sits on a recorded pā site**.** Restoring the name *Uruhau* acknowledges Māori occupation and strengthens cultural identity and connection to place, aligning with Tātou ki Uta intent to reflect traditional narratives and whakapapa in the landscape.

The site of *Uruhau Pā* is also identified in the Wellington District Plan (SCHED7) as a Site and Area of Significance to Māori, further supporting the proposed name change.

This proposal is consistent with the Wellington City Council Naming Policy – *Te Māpihi Maurea*, which prioritises:

- Recognising sites of significance to mana whenua
- Supporting the use of appropriate te reo Māori names
- Telling the stories embedded in the landscape

Submissions overview:

- Generally supportive; recognition of Uruhau Pā valued.
- Limited opposition, largely general to Māori renaming rather than site-specific.



Figure 2: Map of park proposed to be renamed Uruhau Reserve

Recommendation: Proceed with renaming to Uruhau Reserve.

Proposal 3: Unnamed (Worser Bay Lawn inland side) to Kākāriki Hūtia Reserve

The meaning of the proposed name

Kākāriki Hūtia was the name of a historic pā in this area. The name is tied to an oral tradition recounting a battle in which a chief ate an uncooked parakeet (kākāriki) before going into combat. The story reflects both the leadership and cultural symbolism of the place.

Meaning of the current name

The park itself has no formal name.

Rationale for change

This reserve sits on a known pā site. The proposed name restores a place-based story passed down through generations and directly reflects the area's Māori heritage. It acknowledges cultural identity while correcting the absence of an official name rooted in Māori history.

The pā site of *Kākāriki Hūtia* is listed in the Wellington District Plan (SCHED7) as a Site and Area of Significance to Māori, affirming the appropriateness of restoring this traditional name.

This proposal is consistent with the Wellington City Council Naming Policy – *Te Māpihi Maurea*, which prioritises:

- Recognising sites of significance to mana whenua
- Supporting the use of appropriate te reo Māori names
- Telling the stories embedded in the landscape

Submissions overview

- Support for restoring a traditional name linked to the local pā and kōrero tuku iho.
- Opposition mostly general concerns about māori names.



Figure 3: Map of park proposed to be renamed Kakariki-Hutia Pā

Recommendation: Proceed with naming as Kākāriki Hūtia Park.

Proposal 4: Lyall Bay West Escarpment to Waitaha Reserve

The meaning of the proposed name

Waitaha refers to a kāinga (settlement) once located in the Lyall Bay area. While Waitaha is also the name of an early iwi from Te Waipounamu, in this context it references a specific local settlement. Linguistically, *wai* means water and *taha* means side or edge – evoking a place beside the sea.

Meaning of the current name

This area is currently referred to using a geographic descriptor – Lyall Bay West Escarpment.

Rationale for change

Naming the escarpment Waitaha Reserve recognises the cultural and historical connection to Māori occupation of this area. The name helps restore identity, reflects both history and geography, and supports the objectives outlined in Tātou ki Uta to ensure ancestral narratives are honoured in naming decisions. This area is also identified in the Wellington District Plan (SCHED7) as a Site and Area of Significance to Māori, associated with the historic kāinga of *Waitaha*.

This proposal is consistent with the Wellington City Council Naming Policy – *Te Māpihi Maurea*, which prioritises:

- Recognising sites of significance to mana whenua
- Supporting the use of appropriate te reo Māori names
- Telling the stories embedded in the landscape

Submissions overview

- Support for a meaningful name reflecting the historic kāinga and coastal setting. Some neutral comments noting the current descriptor lacks cultural context.

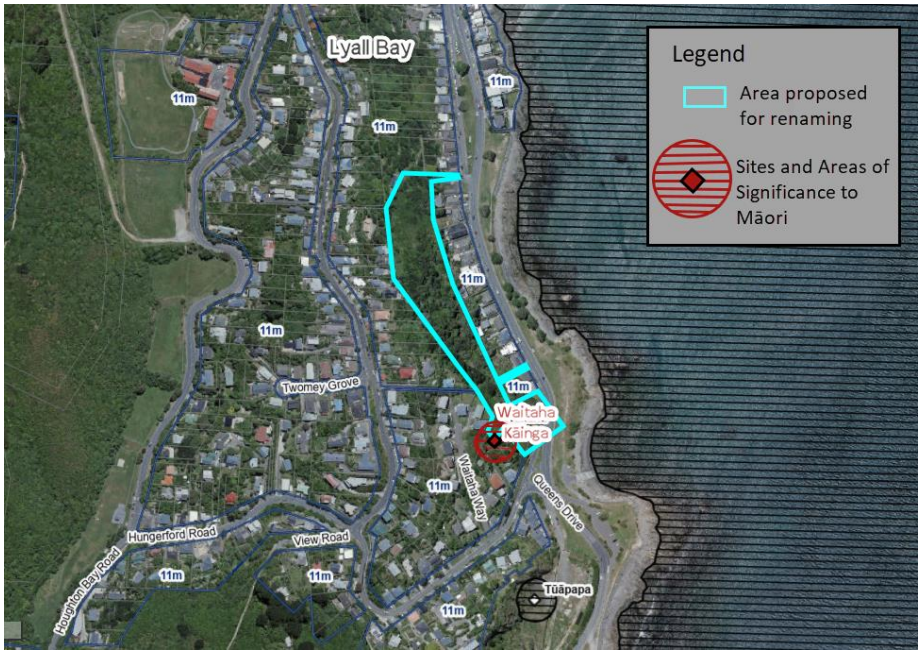

Figure 4: Map of park proposed to be renamed Waitaha Reserve

Recommendation: Proceed with renaming to Waitaha Reserve.

Proposal 5: View Road Park to Haewai Reserve

The meaning of the proposed name

Haewai refers to a traditional kāinga in the area. The name may derive from hae (to part or divide) and wai (water), possibly referencing the dividing of waters or a confluence. Haewai is also the commonly used te reo name for Houghton Bay and for the Houghton Bay creek. Haewai kāinga is recognised as a Site and Area of Significance to Māori in the Wellington District Plan (SCHED7), reinforcing the rationale for formalising this name.

Meaning of the current name

The reserve is named after the adjacent View Road. The reserve area is also commonly referred to as Te Raekaihau Point.

Submissions overview

- Submissions on this proposal were generally supportive, but some suggested that *Haewai* would be more appropriately applied across different reserves in Houghton Bay, rather than only to View Road Park. Suggested alternatives included Buckley Street Reserve and Sinclair Park. For this reason, officers recommend that renaming be deferred, and that broader naming opportunities in Houghton Bay be considered.



Figure 5: Map of park the was proposed to be renamed Haewai Reserve

Recommendation: Defer the renaming and undertake further work with mana whenua on the most suitable application of *Haewai* across Houghton Bay and related naming opportunities.

The plan has instead been amended to include an action to work with mana whenua on:

- Considering the most suitable application of the name *Haewai* across Houghton Bay reserves; and
- Identifying other naming opportunities in the area.

Proposal 6: Te Kopahou Reserve to Te Kapohau Reserve

The meaning of the proposed name

Te Kapohau is believed to be the more accurate traditional name for this area. Based on insights from mana whenua, kapo can mean to catch or snatch, while hau refers to wind, breath, or life force. Together, Te Kapohau could be interpreted as “catching the wind” – describing the exposed nature of this coastline and the way wind moves dramatically through the landscape. Kapohau may also be the name of an ancestor associated with the area.

Mana whenua have expressed the view that Te Kopahou may be a colonial-era transcription error. The correction to Te Kapohau may help restore accuracy and meaning, consistent with Taranaki Whānui kōrero tuku iho (oral traditions).

Meaning of the current name

Te Kopahou is an existing Māori name widely used for the reserve, but likely based on an incorrect or altered transcription.

Rationale for change

Correcting the spelling to Te Kapohau reflects mana whenua knowledge and respects the cultural narratives embedded in the landscape. This change honours the intent of traditional naming and supports Tātou ki Uta objectives to align official place names with accurate Māori heritage and language, as advised in the Cultural Values Assessment.

Submissions overview

- Support for correcting to *Te Kapohau* based on mana whenua kōrero.
- Mana whenua requested more time to research this name as part of the Te Kopahou Cultural Restoration Project.

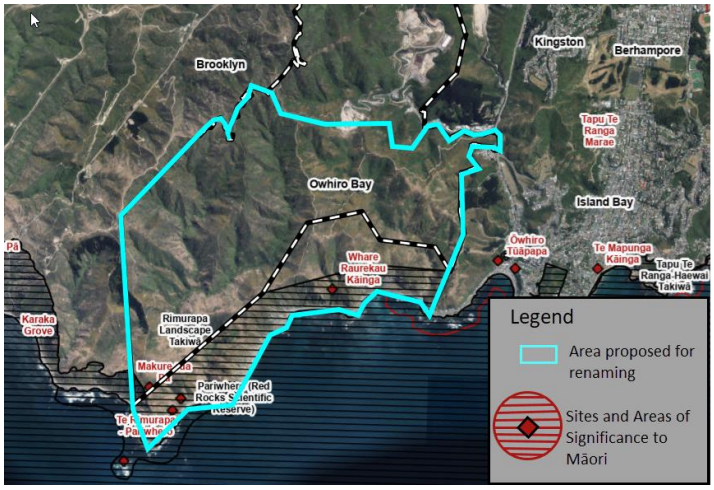

Figure 6: Map of park proposed to be renamed Te Kapohau Reserve

Recommendation: Defer the renaming and revisit within the Te Kopahou Cultural Restoration.

The plan has instead been amended to include an action to revisit the naming decision within that project context.

Proposal 7: Overtoun Park to Karaka Onehunga Reserve

The meaning of the proposed name

Karaka Onehunga was the original Māori name for this area, recorded by Elsdon Best. *Karaka* refers to the native karaka tree, and *Onehunga* generally means sandy foreshore – together translating as "place of the karaka trees on the sandy foreshore." Karaka groves were important sources of kai and cultural significance.

Meaning of the current name

Overtoun was the name early settler James Coutts Crawford gave to his 19th-century estate, referencing his Scottish hometown. The name was used on early maps of Karaka Bay as 'Overton'.

Rationale for change

The proposed name recognises the cultural landscape shaped by karaka groves. While the settler history is acknowledged, the restored name reflects deep Māori place identity and aligns with draft Tātou ki Uta objectives to prioritise indigenous place names and histories. This karaka grove area is also listed in the Wellington District Plan (SCHED7) as a Site and Area of Significance to Māori, supporting the proposal to reinstate its original name.

This proposal is consistent with the Wellington City Council Naming Policy – *Te Māpihi Maurea*, which prioritises:

- Recognising sites of significance to mana whenua
- Supporting the use of appropriate te reo Māori names
- Telling the stories embedded in the landscape

Submissions overview

- Some support for reinstating the traditional name.
- Some concern about losing the settler-era "Overtoun" reference; and the familiarity of the name.

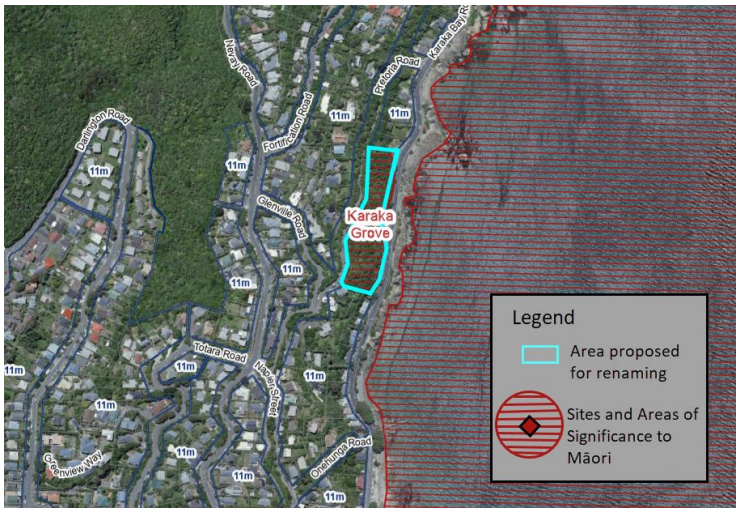

Figure 7: Map of park proposed to be renamed Karaka Onehunga Park

Recommendation: Proceed with renaming to Karaka Onehunga Park.

Proposal 8: Lyall Bay Esplanade Reserves to Hue te Para park

The meaning of the proposed name

Hue te Para is the traditional Māori name for Lyall Bay. It can be interpreted as "the ripe gourd" (*hue* = gourd, *te* = the, *para* = ripe or matured). Gourds were cultivated for use as containers, instruments, and food. The name may reference the physical shape of the bay – resembling a gourd between headlands – and symbolises seasonal abundance and mahinga kai practices.

Meaning of the current name

These esplanade reserves do not currently have a formal collective name. They are commonly referred to as the Lyall Bay Esplanade Reserve but are increasingly known as *Hue te Para* through community use.

Rationale for change

This name restores the traditional name for the bay, reinforcing cultural heritage and the deep historical relationship between mana whenua and the coast. The name aligns with Tātou ki Uta goals and reflects kai gathering traditions and ecological identity. *Hue te Para* is also recorded in the District Plan (SCHED7) as a Site and Area of Significance to Māori.

This proposal is consistent with the Wellington City Council Naming Policy – *Te Māpihi Maurea*, which prioritises:

- Recognising sites of significance to mana whenua
- Supporting the use of appropriate te reo Māori names
- Telling the stories embedded in the landscape

Submissions overview

- Some support for restoring the traditional name for Lyall Bay and its mahinga kai associations.
- Note from WIAL regarding land status/ownership in parts and they may own the land in future; no objection to the naming itself.

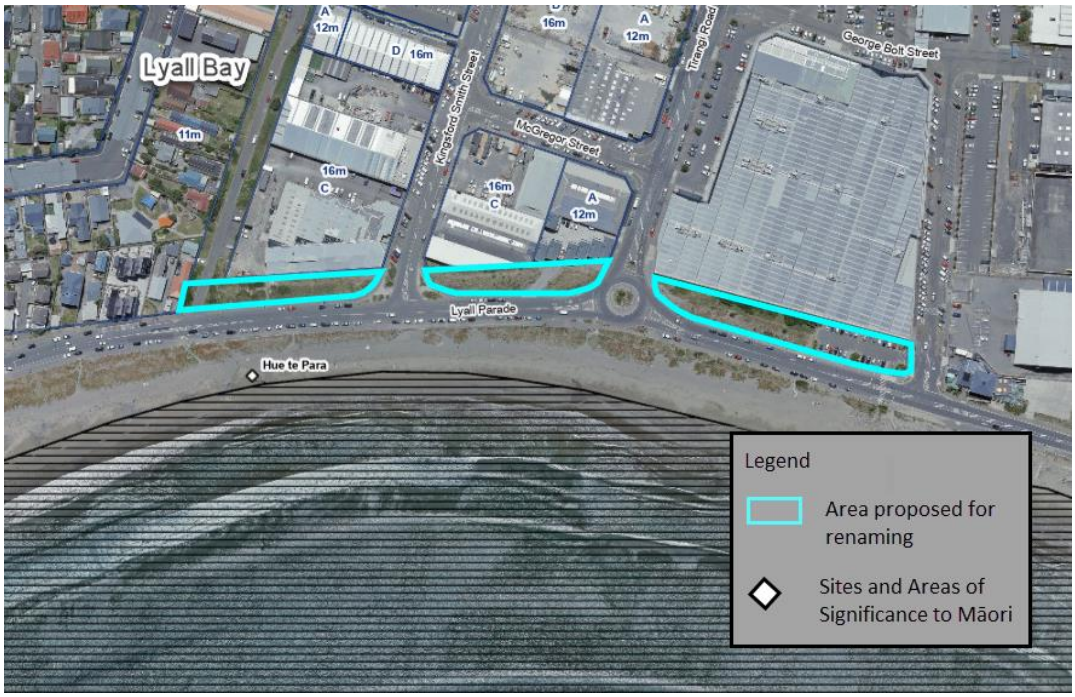

Figure 8: Map of area proposed to be renamed Hue te Para park

Recommendation: Proceed with renaming to Hue te Para Park.

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Attachment 6:
Marked up- Rules for use and development of parks and reserves

As part of Tātou ki Uta – the draft Coastal Reserves Management Plan.

This colour = This has been amended.

June 2025

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Note to readers:

These proposed rules have been prepared for consultation as part of the Tātou ki Uta - the draft Coastal Reserves Management Plan. They outline how activities within Wellington's coastal reserves are proposed to be managed to ensure that use, development, and protection of these spaces align with the values and pathways of Tātou ki Uta.

While currently focused on coastal reserves, this work represents an initial step toward a citywide approach to managing activities across all parks and open spaces. In future, Council intends to develop a single, consistent set of activity rules across all reserve management plans through a consolidated amendment process. This is why this document is an appendix to Tātou ki Uta. We welcome feedback on both the draft rules for the Tātou ki Uta and this broader intent.

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Overview

This appendix outlines how activities within coastal parks and reserves are managed under a four-tier framework: **Allowed**, **Managed**, **Restricted**, or **Prohibited**—depending on the activity's potential impact, compatibility with park values, and alignment with the reserve's purpose.

These rules give effect to Wellington City Council's obligations under the Reserves Act 1977, particularly Section 41, which requires management plans to ensure that the use, enjoyment, protection, and development of reserves remain consistent with their classification and statutory purpose. Activities are assessed using an impact and benefit approach, supporting balanced, transparent decision-making.

- Low-impact, informal activities that align with park values are generally **allowed**.
- Moderate or higher-impact activities are **managed** through bookings, permits, or concessions.
- Activities that are more significant in scale, duration, or potential impact—or that the Council considers require more formal approval and oversight—are classified as **restricted**. These may involve leases, licences, easements, or similar agreements.
- Activities that are inappropriate or incompatible with the reserve's purpose, values, or legislation are **prohibited**

This approach aims to:

- Enable environmentally sustainable activities that align with plan objectives
- Maintain discretion over higher-impact activities to protect park values and allocate resources fairly
- Apply consistent processes for assessing new activities and developments
- Balance competing uses while protecting environmental, cultural, and recreation qualities
- Prohibit activities with significant adverse effects or inconsistent with the reserve's purpose

These rules apply to all land covered by Tātou ki Uta, including unformed legal roads that function as part of the coastal reserve network. Over time, this framework will guide activity management across all land included in all reserve management plans across Wellington.

These rules also reflect and are shaped by the principles of Te Whai Oranga Pōneke – Wellington's Open Space and Recreation Strategy, which underpin how the Council stewards open spaces. These principles are grounded in Te Ao Māori and reflect the deep interconnectedness of people and place:

- **Tiakitanga** – Stewardship and guardianship of environmental and cultural values
- **Manaakitanga** – Respect, care, and inclusivity in how people experience public space
- **Wairuatanga** – Recognising the spiritual and life-sustaining qualities of the open space and natural world
- **Pārekareka** – Enabling play, enjoyment, and wellbeing through recreation
- **Whanaungatanga** – Strengthening social connection, relationships, and belonging.

Activity Permission Overview

Allowed Activities (A)

- "**Allowed**" activities are generally compatible with park values and typically informal, having low impact on park values and other users. They are the most compatible with park purposes and generally do not require bookings or specific approval.
- General requirements for allowed activities include that these activities must:
    - Comply with site-specific conditions or temporary restrictions, particularly where needed to protect environmental, cultural, recreational, public safety values, and the health and wellbeing of visitors.
    - Not obstruct key pathways.
    - Not unreasonably disrupt other park users or dominate shared areas.

Managed Activities (M)

- "**Managed**" activities are those with potential to affect core park values, including formal events, more intensive or regular use, or activities that may conflict with other users or values.
- Wellington City Council manages activities and development through a range of landowner approval processes and legal agreements. Including:
    - **Permit** – for one-off or small-scale activities requiring oversight
    - **Booking** – for scheduled or organised use of designated spaces
    - **Short-term licence**– for temporary activities or infrastructure that don't require long-term rights of occupation.
    - **Other formal agreement**
- The Council retains discretion to determine the most appropriate approval mechanism based on the nature, scale, duration, and potential impact of the activity and will consider applications on a case-by-case basis.
- Decisions on Managed activities are generally delegated to Council officers and do not generally require public consultation.
- Where an activity involves long-term use, exclusive occupation of land, or is significant in scale or impact, it may instead be considered a **Restricted Activity** and require a licence, lease, easement, or other legal agreement under relevant legislation.
- Some medium- to high-impact managed activities may also require an *Assessment of Reserve Effects (ARE*). Applications should be discussed with a park ranger in the first instance.
- The Council may recover costs, fees, and charges associated with activities, including those related to administration, monitoring, or remediation.
- **Note:** Some activities may also require approvals from other agencies or departments, such as, resource consent (under the Resource Management Act 1991) or archaeological authority (from Heritage New Zealand Pouhere Taonga).

Restricted Activities (R)

- "**Restricted**" activities are those that involve a higher level of impact on park values, longer-term use of land, or a greater degree of exclusivity or permanence.
- Wellington City Council manages restricted activities and development through a range of landowner approval processes and legal agreements. Including:
    - **Licence** – for short- to medium-term use of land or facilities where public access can be maintained (e.g. markets, community group activities, or temporary storage)

    - **Lease** – for longer-term or exclusive use of land or buildings where public access is typically restricted (e.g. club facilities)
    - **Easement** – for access, infrastructure, or utility rights (e.g. drainage, power lines, coastal structures)
    - **Other contractual agreements** – including long-term memoranda of understanding or joint-management arrangements where formal conditions and monitoring are required
- The Council retains discretion to determine the most appropriate approval mechanism based on the nature, scale, duration, and potential impact of the activity and will consider applications on a case-by-case basis.
- Each application is assessed on its merits and may require **public notification** or **elected member approval** where significant impacts are likely, or where the Reserves Act 1977 requires public consultation.
- *An Assessment of Reserve Effects (ARE)* is required for all Restricted Activities to identify and mitigate potential impacts on natural, cultural, or recreational values.
- Restricted activities also include those requiring more complex regulatory compliance, such as those under the Reserves Act, Conservation Act, or involving archaeological authority.
- The Council may recover costs, fees, and charges associated with activities, including those related to administration, monitoring, or remediation.

Prohibited Activities (P)

- Applications for activities identified as "**prohibited**" will not be accepted.
- Prohibited activities are those considered to be inappropriate because of their likely impact on natural, cultural or recreation values, are incompatible with the park purpose(s), characteristics or other allowed activities, or are not permitted by other policies, rules or laws.

Compliance and Enforcement

Activities that breach the following rules—may be subject to enforcement under the Reserves Act 1977, the Public Places Bylaw 2022, the Animal Bylaw 2024, or other applicable bylaws and regulations. Offences under the Reserves Act (e.g. damaging vegetation or interfering with reserve land) may result in prosecution or fines. Council officers and warranted rangers have authority to issue warnings, infringement notices, or take legal action where enforcement powers apply.

Activity Tables Summary

The table below provides a quick reference for whether different activities are generally enabled on Wellington's coastal parks and reserves. It should be read alongside the full rules.

The asterisk (*) highlights activities with important exceptions or conditions.

Activity	Permission
Access (on foot)	Allowed*
Accommodation (private cottages, baches, cabins)	Prohibited
Aircraft and helicopter landings	Managed
Animals/ pets (excluding cats, dogs & horses)	Managed*
Art (public art & sculptures)	Restricted
Beekeeping	Managed
Biking and recreation devices (on designated and shared tracks)	Allowed*
Camping (non-vehicle)	Managed*
Childcare facilities	Prohibited
Commemorative features	Managed*
Commercial activities– low impact, short term	Managed
Commercial activities -higher impact, site sensitivity, long-term	Restricted
Community gardens and orchards	Restricted
Conservation and community volunteering	Managed
Dog walking (in designated areas)	Allowed
Drones/ UAV	Managed*
Encroachments (on reserves)	Prohibited
Events and informal gatherings (non-commercial, under 50 people)	Allowed
Events (non commercial, over 50 people)	Managed
Filming (non commercial)	Allowed
Fires	Prohibited*
Firewood collection and chainsaw use	Prohibited*
Fireworks (public displays)	Managed*
Fishing	Allowed*
Freedom Camping (Self-contained vehicles in designated areas)	Allowed*

Fossicking, prospecting and metal detecting	Managed*
Grazing stock, - cattle sheep, horses other	Restricted*
Horse riding (in designated areas.)	Allowed*
Hunting and firearms	Prohibited*
Informal recreation	Allowed*
Kite flying	Allowed*
Mining, quarrying, and mineral exploration	Prohibited
Motorised Recreational Vehicles	Managed*
Natural resource harvesting	Managed*
New dwellings, buildings, structure or shelter	Restricted
New recreation activities	Managed
Non-biodegradable celebratory materials	Prohibited
Organised community sport	Managed
Orienteering/ rogaining & geocaching	Allowed
Park furniture and fixtures	Managed*
Paragliding, hang gliding, Parachute Landing	Managed*
Picnics & barbecues (gas only)	Allowed*
Renewable energy generation	Restricted*
Research and education	Managed*
Rock-climbing/ bouldering.	Allowed*
Signs	Managed*
Smoking and vaping (in areas specified in the Smokefree Wellington Policy)	Prohibited*
Sponsorship	Restricted*
Storage or laydown area (temporarily)	Managed
Swimming and informal water play	Allowed*
Track construction	Restricted
Unanticipated activities	Managed*
Utility service maintenance	Managed
Utility services (new or upgraded)	Restricted*
Vegetation management, tree felling and arboriculture work	Managed*

Activity Rules

Access (On foot) - Allowed
Walking access is generally allowed across reserves, reflecting their purpose under the Reserves Act to support public enjoyment, recreation, and connection with nature.
Exclusions*:*
• Access to some areas may be periodically restricted for events, scheduled maintenance or project works (e.g. sports field renovation, track construction), to manage risks to public safety, cultural or ecological values, natural hazards (including fire), or where rāhui are in place.
• Where access restrictions are in place, signage and/or website notices will clearly identify the change, including the reason and the expected duration. Relevant stakeholders and utility service providers will be informed prior to closure.
• Ongoing closures of parts of a park may include:
  ○ Areas with important wildlife or ecological values (e.g. dunes or breeding sites), where fencing or closure may be required to protect those values.
  ○ Storage, equipment, accommodation areas and office areas.
  ○ Wāhi tapu areas identified by mana whenua.
  ○ Leased or concession areas (unless otherwise permitted).
	A

Accommodation (private cottages, baches, cabins) - Prohibited New private accommodation is prohibited in reserves as it conflicts with public access and ecological or recreational purposes. **Exclusions** • Existing historic accommodation (e.g. baches at Te Kopahou and Te Raekaihau, former ranger houses in Botanic Gardens) may continue under agreements, recognising established use and heritage value.	P
Aircraft and helicopter landings - Managed Aircraft and helicopter landings are managed to control noise, safety risks, and impacts on biodiversity and public enjoyment. **Requirements** • Council approval and a permit are required for all landings. • Activities must minimise disturbance to wildlife, vegetation, public safety, and recreational values. • Permits may specify conditions including timing, frequency, and designated landing zones. **Exclusions** • Emergency landings for search and rescue, medical evacuation, or firefighting are allowed without a permit.	M
Animals and pets (excluding dogs, cats, and horses) – Managed Bringing animals or pets into parks and reserves requires prior written permission to protect public safety and native biodiversity. **Requirements**: • Subject to conditions set by the Animal Bylaw 2024 (or any subsequent version), written permission is required to bring animals into public areas, except where other policies apply (e.g., dogs and horses) • Applications may be declined where animals pose a risk or nuisance to wildlife, cultural values, park users, or biosecurity.	M
Art (public art and sculptures) – Managed Public artworks and sculptures are restricted activities requiring Council assessment via the *Public Art* Panel guided by the *Public Art Policy*.	R

Beekeeping – Managed Beekeeping in Council reserves is a managed activity and requires written approval from Council. **Requirements** • As set out in the *Animal Bylaw 2024*, beekeeping is only permitted within licensed community garden areas. • Existing beekeeping in reserve locations may continue with agreement, recognising established use. • Operators must comply with the "*Guidelines for Community Beekeeping on Public Land*" which set out requirements for hive placement, management, and safety.	M
Camping (for education purposes)– Managed Camping is a managed activity to protect reserve values, minimise environmental impact, and maintain public enjoyment. **Requirements** • Camping for educational purposes may be permitted with Council approval or a permit. (See freedom camping for freedom camping activity rule)	M
Childcare facilities – Prohibited New childcare facilities are prohibited in reserves as they are generally inconsistent with the purposes of the Reserves Act 1977, which prioritises conservation and recreation. **Exclusion** • Existing childcare facilities may continue only where consistent with the purpose and classification of the reserve, and subject to any other applicable policies or legal requirements.	P
Biking and recreation devices (designated and shared tracks) - Allowed Cycling, mountain biking (including e-bikes and bikes with tag-a-longs), and recreation devices (e.g. electric skateboards and scooters) are supported on shared and designated tracks. Track status is identified in the *Open Space Access Plan (2016*) (or any subsequent version). **Requirements** • Shared Tracks: Walkers have priority unless signage indicates otherwise. • Bike Priority Tracks: Riders and device users must stay on designated tracks to minimise environmental impact and avoid sensitive or prohibited areas. • Code of Conduct: Users must adhere to the Mountain Biker's Code, including yielding to pedestrians and using devices safely and respectfully. **Exclusions** • Some tracks are **prohibited** for bikes and recreation devices to protect ecological, cultural, or safety values. These are identified in the Open Space Access Plan and must be clearly signposted on site. • This activity does not include vehicles classified as Motor Vehicles, Mopeds, or Mobility Devices under the Land Transport Act 1998, or high-powered recreation devices exceeding informal use thresholds. *(See: Motorised Recreational Vehicles)*	A

Commercial activities - low impact, short term - Managed Low-impact, short-term commercial activities—such as guided tours, food trucks, and filming—are managed activities that require prior approval from Council. Short term means occupying a site for less than 6 weeks. Commercial activities mean selling or hiring goods or services in exchange for payment, reward, or otherwise. **Requirements*:*** • A permit or concession must be obtained before operating. • Activities must be temporary, low-impact, and not restrict general public access. • Activities must be compatible with park values. • Applications are assessed under the *Trading and Events in Public Places Policy* (or any subsequent version), including considerations of safety, environmental effects, public amenity, and fees or bonds. • Stationary setups (e.g., a tent or caravan remaining in one spot) may be subject to extra site-specific conditions. (If the proposal exceeds 6 weeks, requires exclusive use of space, involves significant noise, substantial infrastructure, or larger-scale operations it will fall under the **Restricted activity** classification–see "Commercial activities - higher-impact, site-sensitive, or long-term" below.)	M
Commercial activities -higher impact, site sensitivity, long-term - Restricted High-impact or long-term commercial activities are restricted activities and require detailed assessment and approval processes. Examples include permanent cafés and large-scale events. Commercial activities mean selling or hiring goods or services in exchange for payment, reward, or otherwise. **Requirements** **Preapproved pathway.** • Council publishes pre-approved locations and standard conditions under the Trading & Events in Public Places Policy (see Council website). • Under this framework activities **up to 6 months** will be processed as a managed activity and will be processed by council staff. • Proposals that match a pre-approved activity at a pre-approved location and comply with the site's standard conditions are processed under that pathway. The appropriate approval instrument is still required and permits/bookings are required for each operating period under any umbrella approval. **Outside of approved pathway location requirements, or beyond 6 months.** • A detailed application is required, including an Assessment of Reserve Effects (ARE). Applications are assessed under the *Trading and Events in Public Places Policy* (or its successor), including considerations of safety, environmental effects, public use. • Commercial activities must demonstrate clear public benefit and must be ancillary and complementary to recreation, education, or ecological restoration purposes of the reserve. • Applications may require public notification and must align with the management plan and Reserves Act 1977. • Fees and bonds may be required to cover impacts or restoration needs. • Designated event and concession zones (e.g. Botanic Garden, Cog Park, Oriental Bay) may allow streamlined approvals for specific activities as identified in the *Trading and Events in Public Places Policy*. **Exclusions** • Activities that conflict with ecological, cultural, or recreational values, or that are inconsistent with the Reserves Act, will not be approved.	R

Conservation and community volunteering – Managed Volunteering is managed to ensure it supports conservation, education, safety, or community goals, and avoids unintended ecological impacts. **Requirements** • Volunteers should consult with park rangers to identify suitable sites and tasks. • Activities must comply with Health and Safety guidelines and restrictions as per Council guidelines including requirements with regards to trapping, agrichemicals and other control methods for pests and weeds. • Groups undertaking ongoing volunteering must have a Memorandum of Understanding (MOU) with the Council, outlining roles, responsibilities, and scope of activity. (Volunteer infrastructure or events fall under other relevant rules such as events and structures)	M
Commemorative features – Managed Commemorative features such as plaques and trees, sculptures, and shelters are managed activities. These must follow the process set out in the Wellington City Council Commemorative Policy (2024) (or any subsequent version), and meet any site-specific requirements or limitations. Some areas, including the South Coast are at capacity for new commemorative elements such as seats and memorials. **Exclusions**: • New memorial sculptures are a **Restricted activity**. They are discouraged and subject to a high threshold for approval.	M
Community gardens and orchards - Restricted Community gardens and orchards may be established in appropriate locations on reserves but require formal assessment and approval. **Requirements** • Groups establishing a community garden must apply for and enter into a licence agreement with Council. • Must be not-for-profit, publicly accessible, and operated by a legally constituted group. • May require an Assessment of Reserve Effects (ARE) depending on site sensitivity. • Permitted only on Recreation reserves, local purpose reserves, historic reserve, and scenic reserve (1b) as per the Reserves Act • Must implement biosecurity measures to prevent the introduction and spread of pests • May be subject to additional agreements (e.g. MOU for Orchards), insurance, and management planning. **Exclusions** • Not permitted on coastal reserves, the Outer Green Belt, or Scenic Reserves (1a) due to environmental sensitivity and conservation focus.	R
Dog walking (in designated areas) – Allowed Dog walking is allowed in designated on-leash and off-leash areas, as defined in the Dog Policy 2024 (or its successor). **Requirements** • Signage and Council information will indicate specific rules for each location. • Some areas will be dog-prohibited due to ecological sensitivity, wildlife protection, or public safety. **Exclusions** • Guide dogs and certified disability assist dogs are allowed in all parks and public places at all times, provided they are working at the time, in accordance with the Animal Bylaw 2024 and Dog Control Act 1996 (or its successor).	A

Drones / UAV Flying – Managed Drone use is managed to ensure safety, protect natural values, and avoid conflict with other park users. Drone use in parks and reserves is subject to Civil Aviation Rule Part 101 **Requirements** • Must comply with CAA Rule Part 101 and relevant airspace authorisations (e.g. Airways NZ). • Recreational users must log flights on AirShare.nz. • Commercial operators (e.g. filming, surveying, research) require a permit or licence. **Exclusions** • Discouraged near busy trails, public events, or areas important for wildlife (e.g. nesting sites). • Drone fishing is not managed under this plan.	M
Encroachments (on reserve land) - Prohibited Encroachments onto reserve land are prohibited because the use of public land by private property owners alienates the public from its use or enjoyment of that land and can reduces its ecological values. The Council will work constructively with landowners to ensure the removal of encroachments, with the aim of regaining lost public land through: 1. Council will keep a record of all encroachments. 2. Council will require removal of all encroachments. Where practicable, the Council will notify the property owner of any encroachment and provide an opportunity to respond before initiating removal. 3. Council will require the removal of encroachments within a reasonable timeframe, taking into account the particular encroachment, the condition and safety of the encroachment, and the work that will need to be undertaken. This is a non-exclusive list and other factors may be relevant. Where appropriate, managed removal may be formalised via a letter of understanding. 4. Upon removal of the encroachment, the reserve land must be fully reinstated. Removal and reinstatement costs are the owner's responsibility. 5. Council may limit access to the encroached area or to adjoining reserve land to manage the removal process — for example, by installing gates, specifying access hours and days, or limiting the number of people and/or vehicles. 6. If the encroachment cannot be removed due to factors such as ground stability, or because the encroachment is a house~~,~~ Council may consider the issue of a licence. 7. If an application is received for a new retaining structure on a reserve boundary, the applicant will be required to provide a survey of the boundary and the completed structure. The completed structure must be built on the applicant's side of the boundary and not on the reserve. The applicant can request temporary access to build the wall. The completed structure must be contained on the applicant's property and will be the responsibility of the owner, so no encroachment licence is needed. 8. Any managed encroachment removal terms will remain in effect if the property is sold. Council may record relevant information on either the property's title or the LIM (Land Information Memorandum) to inform prospective purchasers of the encroachment and any outstanding obligations. 9. Council will not sell reserve land as a means to resolve an encroachment.	P

Events and informal gatherings (non-commercial, under 50 people) - Allowed Small, non-commercial, informal gatherings not advertised as a public event (e.g. picnics, birthdays, work social events) involving fewer than 50 people are allowed without booking or permit. **Requirements** • Activities must not restrict public access or negatively impact park values. • Noise, structures (e.g. gazebos), and activities must remain low-impact and respectful of the setting. • All waste must be removed or disposed of appropriately; littering or overfilling bins is not permitted. **Exclusions** • Council may restrict gatherings in certain areas or during specific times to protect cultural, ecological, or public safety values (e.g. following storm damage, rāhui, or restoration work).	A
Events (non-commercial, over 50 people) – Managed Non-commercial events with more than 50 people, such as weddings, community performances, or recreational events, are managed activities and require prior approval from Council. **Requirements** • A booking, permit, or concession is required. • Fees, bonds and conditions of use will apply in designated event spaces (e.g. Botanic Garden, Waitangi Park). • Event organisers may be required to submit a health and safety plan. • Event planning must take into account potential impacts on ecological, cultural, and recreational values, and may include conditions to manage these effects (e.g. waste management, location restrictions, or protection of sensitive areas). **Exclusions** • Events that are commercial in nature (e.g. ticketed events, vendor-driven) must be assessed under the Commercial activities section. • Events must not restrict public access or impact park values unless approved through the booking process.	M
Filming – non-commercial – Allowed Low-impact, non-commercial filming (e.g. educational or community projects) is allowed. General requirements for allowed activities apply. (Commercial filming is not included—see Commercial activities section for permit requirements.)	A

Fires and fire lighting
Fires (e.g. open flames, wood fires, fire pits) are prohibited in all parks and reserves due to fire risk and environmental impact.
Exclusions:
• Gas-fuelled barbecues may be used in accordance with the Picnics & Barbecues rule,
• Public events involving fire (e.g. hāngi, or ceremonial fires,) may be permitted as a **Managed** Activity with specific conditions and fire safety plans in place.
• Some designated coastal areas may allow fire use, subject to strict conditions.(*Please note Council will develop guidelines for coastal fire use*). These must comply with Fire and Emergency New Zealand (FENZ) fire season restrictions, which include:
  ○ **Open Fire Season** – Fires may be permitted in designated areas.
  ○ **Restricted Fire Season** – Fires are only allowed with a valid FENZ permit.
  ○ **Prohibited Fire Season** – All fires are banned, including those with prior permits.
• Permitted fire areas (e.g. specific beaches where fires have historically been allowed) may be identified by Council through signage and the Public Places Bylaw. Fires are only allowed in these locations during an Open Fire Season, or during a Restricted Fire Season with a valid fire permit. All fires must comply with local safety requirements.
	P

Fireworks (public displays) – Managed Public fireworks displays are only allowed as part of pre-approved events due to significant environmental and safety risks. **Requirements** • A risk management plan must be submitted. • Approval is only granted for large public events with appropriate oversight. **Exclusions** • Private fireworks or casual use are prohibited across all parks and reserves.	M
Firewood collection and chainsaw use – Prohibited Firewood collection is prohibited in all reserves to protect ecological values and prevent environmental degradation. **Exclusions** • Low-impact firewood collection (e.g. dead branches, driftwood) may be considered as a **Managed activity** • Use of chainsaws or machinery for collection is prohibited unless approved for operational purposes. • Council may also authorise limited removal of woody material for specific operational purposes—such as pest species removal, ecological restoration, reduction of fire risk or health and safety hazard clearance.	P
Fishing – Allowed Recreational fishing is generally allowed in coastal reserve areas. **Exclusions** • Prohibited in the Taputeranga marine reserves, marinas, and port zones. • Whitebaiting and fishing for longfin or shortfin eels (tuna) in streams is a *Managed* activity due to the vulnerability of these species. These activities require prior Council approval and are an offence under the *Public Places Bylaw 2022* if undertaken without permission.	A
Forestry/Plantations - Prohibited For this policy, "forestry" means establishing and managing tree crops for commercial harvest. Forestry/plantations are prohibited due to its conflict with conservation and restoration objectives. **Exclusions** • Existing exotic plantations (e.g. Tawa) may continue where restoration is not yet feasible.	P
Fossicking, Prospecting, and Metal Detecting – Managed These activities involve ground disturbance and potential impacts on cultural and ecological features, so they are managed to ensure protection of reserve values. **Requirements**: • A permit is required. • Must avoid wāhi tapu, archaeological sites, and areas with high ecological values. • Activities must cause minimal disturbance to land, vegetation, wildlife, and heritage features. **Exclusions**: • Prohibited in the Botanic Gardens and at Cemeteries	M
Freedom Camping (Self-contained vehicles in designated areas) -Allowed Freedom camping means overnight stays in certified self-contained vehicles. Freedom camping is allowed in designated areas outlined in the Public Places Bylaw and is subject to the rules set by that Bylaw (or its successor).	A

Grazing (stock, including cattle, sheep, horses) – Restricted Grazing is a high-impact activity and is only permitted to support ecological restoration, weed control, or fire risk reduction. Grazing must not compromise park values, public access, or long-term environmental outcomes. **Requirements** • A licence and a full Assessment of Reserve Effects (ARE) are required. • Public access must be maintained at all times. • Licences must accommodate recreational use (including dog walking). • Grazing for land management is allowed where consistent with a reserve management plan. • No leases will be issued; all licences must meet sustainability and fire management conditions. • Licence renewals are not guaranteed and will only be considered where outcomes have demonstrably met environmental objectives.	R
Horse riding (in designated areas) – Allowed Horse riding is allowed only in designated areas as outlined in the *Open Space Access Plan 2015 (or its successor)*. **Exclusions** • Outside of designated areas, horse riding is prohibited. • Group rides of more than 15 people/horses and horse events require ranger notification and may require a permit and fees. (Horse grazing is managed separately -see: *Grazing*).	A
Hunting and firearms – Prohibited Firearms and recreational hunting are prohibited in reserves. **Exclusions** • Approved pest control activities may involve firearms under Council direction or by authorised officers or contractors. • Police training may be permitted with Council approval	P
Informal recreation - Allowed Informal, low-impact recreation such as casual games, drawing, painting, reading, or small gatherings (e.g. picnics, birthdays under 50 people) is generally allowed in reserves. **Exclusions** • Permission is required for larger groups (50+ people) or if additional infrastructure (e.g. tent) is proposed. (see event rules)	A
Kite flying - Allowed Kite flying is a low-impact recreational activity and is generally supported in most parks and open spaces. ***Requirements*** • Users must ensure kites are flown safely, with awareness of other park users and surrounding hazards (e.g. trees, power lines). **Exclusions** Kite flying is restricted at Lyall Bay Beach due to its proximity to Wellington Airport and the associated aviation safety risk. (This activity does not include kite surfing)	A
Mining, quarrying, and mineral exploration – Prohibited Mining and quarrying are prohibited due to conflicts with reserve purposes.	P

Motorised Recreation– Managed This activity is managed to protect sensitive habitats, visitor safety, and amenity. Motorised recreation includes vehicles, quad bikes, motorbikes, LUV, petrol/other volatile fuel powered bicycle and highly powered e-bikes with power outputs exceeding that of the Land Transport Act definition of a bicycle. **Requirements** • Must comply with posted access hours such as at Te Kopahou Coastal Road (e.g., dawn to dusk, or Sunday closures). • Permits may be required in specific areas. • Events involving motor vehicles require a concession and a permit. • Signage and physical barriers may indicate restricted areas. • Vehicles must be currently registered, have a valid Warrant or Certificate of Fitness, and be driven by a licensed driver **Exclusions**: • Operational use by Council staff, contractors, emergency services, or other Council-approved persons is allowed.	M
Natural resource harvesting -Managed Harvesting of natural resources (e.g. plants, seeds, driftwood, shell, or stone) is a managed activity to protect biodiversity, ecosystems, and cultural values. **Requirements**: • A permit is required for any collection activity. • Activities may include customary harvesting such as small-scale collection for weaving, rongoā (traditional medicine), education, restoration, or scientific research. • Must align with reserve values and avoid sensitive areas. • Approval may require an Assessment of Reserve Effects (ARE) depending on scale and location. • This includes collection under research permits (e.g. seed collection for restoration or native species testing by DOC). **Exclusions**: • Commercial harvesting.	M
New recreation activities - Managed New recreation activities that are not currently anticipated in the management plan must be assessed on a case-by-case basis. ***Requirements*** • Approval is subject to alignment with the strategic values and management objectives of the specific park or reserve. • Activities must not conflict with ecological, cultural, or recreational values. • A permit or concession may be required, and an Assessment of Reserve Effects (ARE) may be requested depending on the activity's scale or impact.	M

New structures – Restricted The construction or installation of new structures in parks and reserves is a restricted activity and requires formal assessment and approval. This includes, but is not limited to, buildings, lighting, sun/shade, shelters, campground facilities, play areas, artworks, sculptures, viewing platforms, and other permanent or semi-permanent additions to the landscape. **Requirements** • Require an Assessment of Reserve Effects (ARE). • May involve public consultation where the structure is large-scale, has long-term or exclusive use, is not anticipated in the reserve's management plan, or is likely to significantly affect reserve values. Public consultation may be required under the Reserves Act 1977 or the Resource Management Act 1991. • Design and placement must minimise ecological, cultural, and visual impact. • Community-initiated proposals must follow the same assessment and approval process as other new structures. • Lighting installations should follow best-practice design, align with dark sky principles, and minimise disruption to wildlife. Design and installation should be informed by the Australian National Light Pollution Guidelines for Wildlife. **Exclusions** • Small-scale features (e.g. benches, bins, fountains, planter boxes, low signage) are managed under the Park furniture and fixtures rule.	R
Non-biodegradable Celebratory Materials – Prohibited The release or use of non-biodegradable materials (e.g. glitter, plastic confetti, balloons) is prohibited due to environmental harm. **Exclusions** • Biodegradable, non-toxic materials may be used if they leave no lasting impact and are cleaned up.	P
Nurseries (for conservation or education) – Managed Nurseries are managed to ensure they support conservation or education values. **Requirements** • A licence is required, depending on the scale and location. • Must be low-impact and support reserve values (e.g. native plant propagation). **Exclusions** • Commercial nurseries are prohibited.	M
Organised Community Sport- Managed Community organised sports, such as football, rugby, and cricket, are encouraged in parks but are managed activities that require coordination to ensure fair use and protect park values. Regular sporting league fixtures, school sports, or club trainings fall under this category. ***Requirements*** • Booking or permit is required for use of sports fields or courts to manage scheduling and field condition. • Fees apply, with community and school discounts available. Fees are set out in the Long-Term Plan. *Note: Large tournaments, races, or sport-related festivals may be considered events and assessed under Council's event and concession processes.*	M

Orienteering/ rogaining and geocaching - Allowed Orienteering, rogaining, and geocaching are supported as low-impact recreational activities. ***Requirements*** • Caches must be placed in safe, publicly accessible locations that avoid damage to ecological or cultural values. • Caches must not contain hazardous, offensive, or wildlife-attracting items. Caches that do not meet these requirements may be removed by Council without notice.	A
Paragliding, hang gliding, parachute landing – Managed These activities are managed to ensure public safety and minimise environmental impacts. ***Requirements*** • A permit is required. • Take-off and landing must comply with aviation safety regulations. **Exclusions** • Generally prohibited near airports and restricted airspace.	M
Park furniture and fixtures (small scale or temporary) – Managed Small-scale, low-impact amenity structures are managed activities and may be installed where they support park function, accessibility, and user experience. This includes, but is not limited to: fencing, bins, planter boxes, drinking fountains, and park benches. **Requirements** • Must be designed and located to align with the character and values of the reserve. • Requires approval to ensure compatibility with ecological, cultural, and recreational objectives. • Should align with relevant landscape assessments, design plans, or direction set in reserve management plans. • Installation should minimise site disturbance and avoid sensitive areas. • Temporary lighting must minimise light spill and ecological impacts, particularly in sensitive habitats. Design and installation should be follow the Australian National Light Pollution Guidelines for Wildlife. *(Note: Larger or enclosed structures (e.g. buildings, shelters, or artworks) are assessed under the New structures rule.)*	M
Picnics & barbecues (gas only) - Allowed Picnics and similar informal gatherings are supported across parks and reserves. ***Requirements*** • Only gas barbecues (e.g. LPG) may be used. • Barbecues must be used safely and away from vegetation.	A
Renewable Energy Generation – Managed Small-scale renewable energy projects (e.g. solar panels, micro wind) may be allowed where they support buildings or facilities, particularly in locations without existing services. Projects must align with the ecological, scenic, and recreational goals of the reserve and have minimal environmental and visual impact. **Requirements** • Proposals will be assessed on a case-by-case basis and will require a permit to ensure compatibility with park values. • Activities not meeting these criteria will be considered ***Restricted***, will require an ARE and may be declined. Public consultation may be required **Exclusions** • Large-scale or commercial energy generation (e.g. wind farms) is prohibited.	M

Research and organised education activities - Managed Research and education activities are encouraged where they support conservation, cultural understanding, and community learning. However, they are a managed activity to ensure they align with park values and minimise disruption. **Requirements** • A permit is required for activities involving sampling, tagging, or cultural features. • Activities must be coordinated with a ranger and must minimise disruption to other park users and the environment.	M
Recreational Rock-climbing/ bouldering - Allowed Climbing and bouldering are supported where appropriate across parks and reserves. **Requirements**: • Use safe climbing practices and appropriate equipment. • Avoid damaging rock surfaces, vegetation, disturbance to wildlife, and cultural or historical features. • Follow any site-specific guidelines and respect other park users. **Exclusions** • Commercial rock climbing is a managed activity and may require a concession.	A
Signs Signs may be enabled where they support reserve use, are required by legislation, or align with the purpose of the reserve. This includes wayfinding, safety, ecological protection, cultural recognition, and public understanding of park values. **Requirements** • Must comply with the District Plan, Reserves Act 1977, and any relevant Council or reserve-specific policies. • Signs should be designed and positioned to avoid clutter and visual intrusion. • Signs should not dominate the landscape or detract from the area's amenity. Opportunities to consolidate signage should be considered, particularly where multiple signs exist • Temporary signage (e.g. for events) may be permitted on a case-by-case basis and only if it aligns with the purpose of the reserve and meets design standards. All temporary signs must be removed promptly after the event. **Exclusions** • Advertising on Council-owned land is generally not permitted, except for sponsorship signs under strict conditions. *(see the sponsorship section)* • Election hoardings are only permitted in designated locations and must comply with the Council's Election Hoarding Guidelines. • The Council reserves the right to refuse any signage deemed offensive or unsuitable	M
Smoking and vaping (in areas specified under the Smokefree Wellington Policy) - Prohibited Smoking and vaping are prohibited in specific locations under the Smokefree Wellington Policy to protect public health, reduce fire risk, and support clean, natural environments. **Prohibited Areas**: • All sandy beaches • Play areas, skateparks and sportsfields • Entrances to recreation centres and community centres, and swimming pools **Note**: In other areas, smoking is discouraged but not formally prohibited unless otherwise signposted.	P

Sponsorship – Managed Sponsorship that supports events, ecological restoration, education, or other park-aligned initiatives may be authorised on a temporary basis, but is a managed activity due to potential impacts on the natural character and amenity of public open space. Sponsorship is managed because excessive or poorly located signs can detract from the open space experience, natural landscapes, and the mana of culturally significant places. **Requirements** • Sponsorship signage must be minimal, relevant, and non-intrusive. It should be readable only from within the area concerned and integrated unobtrusively with other signage or facilities. • Sponsorship on buildings must be incorporated into the main external signage, not as a standalone sign. • The size, design, and location of any signage must not detract from the open space character or dominate Council information signs. • In some cases (e.g. ground leases or club premises), signage may be approved where it aligns with sponsorship agreements that support the group's activities and provide income to sustain community use of the site. **Exclusions**: • Council retains discretion to decline any sponsorship that may offend or undermine community values. • Long-term or exclusive sponsorship may trigger public consultation and must include an Assessment of Reserve Effects (ARE).	M
Storage or laydown area (temporarily) - Managed Temporary storage and laydown areas in parks and reserves—such as gravel stockpiles or construction staging sites—are managed activities and require Council approval. Use must minimise disruption to public access, recreation, and reserve values. **Requirements** • A permit is required, and applicants must demonstrate that the activity cannot reasonably be undertaken elsewhere. • The condition of the site must be assessed before and after the activity to ensure any damage is identified and remediated. • All areas must be restored after use to a condition of equal or greater ecological integrity and asset condition. • Storage must support approved activities or maintenance, and avoid impacting ecological, cultural, or recreational values of the reserve. **Exceptions** • Long-term(over 6 weeks) or construction-related storage is a Restricted Activity and requires an Assessment of Reserve Effects (ARE) and an agreement with Council officers.	M
Swimming and informal water play – Allowed Swimming, splashing, and informal water play are supported where safe and appropriate, especially in coastal reserves and other areas suited to water-based recreation. **Requirements**: • Caution is advised after heavy rain due to potential water quality issues Follow the Wellington Regional Navigation Safety Bylaws 2021 and any Harbourmaster directions. **Exception** • Prohibited where signposted in accordance with the Navigation Safety Bylaws, Harbourmaster directions, or public-health advisories.	A

Track construction – Restricted
New recreation tracks are a restricted activity unless already identified in an approved Council plan. Track development must be assessed to protect ecosystems, cultural values, and ensure safe, connected access for all users.
Requirements
• Any new track proposal not included in a Council-approved plan must obtain formal approval, including:
  ○ A full Assessment of Reserve Effects (ARE)
  ○ Assessment against the Council's track network principles and track planning criteria, including environmental impact, user safety, conflict mitigation, and strategic alignment
• Proposals must go through public consultation and be approved by the relevant Council committee before proceeding.
• Proposals will be considered on a case-by-case basis and must demonstrate a positive contribution to the overall open space access network and park values.
Exclusions
• Track upgrades, realignments, or maintenance works that fall within existing plans and do not materially change use or form may be considered *Managed* rather than *Restricted*.
• Informal or unauthorised track construction is prohibited.
	R

Unanticipated activities – Managed/ Restricted Activities not specifically listed in this plan will be assessed case-by-case. **Requirements** • Activities with low impact may be treated as ***Managed*** and may require a permit or other mechanism. • High-impact or exclusive-use activities will be ***Restricted*** and require an ARE. • Public consultation may apply for significant activities or land use change	**M**
Utility service maintenance - Managed Maintenance of essential utility services is a managed activity. **Requirements** • Must minimise impact on ecological, cultural, recreational, and visual values. • All disturbed areas must be promptly restored to a condition of equal or greater ecological integrity. • Non-urgent earthworks require Council approval and must align with relevant management plans and any conditions of easements or landowner agreements. **Exclusions** • Major upgrades, replacements, or changes in scale or location are assessed under the New or upgraded utility services rule.	**M**

Utility services (new or upgrades) - Restricted
New utilities or upgrades to existing services (including increased capacity or footprint) are restricted activities and will only be considered where they are essential public services and no feasible alternative location exists.
Requirements
• Must provide an essential public service and demonstrate the location cannot reasonably be elsewhere.
• Must not significantly disrupt ecological, landscape, cultural, or recreational values.
• An Assessment of Reserve Effects (ARE) is required for all proposals to assess impacts on ecological, cultural, landscape, and recreational values.
• Public consultation may be required under the Reserves Act 1977 or RMA where the utility has long-term or exclusive use and it would significantly alter the nature, scale, or use of the reserve
• Utilities must:
  ○ Be underground where practicable
  ○ Use low-reflectance finishes and be screened where above ground. Structures will be screened from view through planting where possible.
  ○ Should be sited to minimise interference with existing features, facilities and vegetation.
  ○ Be designed to allow public access and not restrict future park use
  ○ Recorded archaeological sites are avoided and, where required, an Archaeological Authority is obtained from the Historic Places Trust
• Utilities must be sited and designed to protect the open space character, ecological integrity, and recreational value of reserves.
• Opportunities for public benefit (e.g. dual-use tracks) should be considered.
• Require a lease, licence or easement under the Reserves Act, approved by Council.
• All application costs (e.g. legal, consent, survey, public notification) must be met by the applicant.
• All decommissioned infrastructure must be removed, and the site restored to a natural condition at the applicant's expense.
Exclusions
• Utilities that are not essential public services or that conflict with the reserve's purpose will not be approved.
• Routine maintenance of existing utilities is covered under the Utility service maintenance – Managed rule.
	R

Vegetation management, tree felling and arboriculture work Tree and vegetation work is managed to support public safety, biodiversity, and ecosystem restoration. **Requirements** • Requires approval to ensure compatibility with ecological, cultural, and management objectives • Work must be carried out by Council staff, contractors, or *approved personnel*, which may include trained volunteers or community groups operating under supervision and in accordance with an approved restoration or maintenance plan. **Exclusions** • Independent felling or pruning is **prohibited**. Unauthorised removal of trees or vegetation is an offence under the *Reserves Act 1977* and may result in prosecution or infringement under Reserve Act regulations. Offenders may also be liable for restoration costs.	**M**

Assessment of Reserve Effects

What is an Assessment of Reserve Effects?

An Assessment of Reserve Effects (ARE)is a written statement that helps assess the potential impacts (positive or adverse) of a proposed activity on the values and environment of a park. It ensures that decisions on restricted or higher-impact managed activities are well informed, transparent, and in line with the purpose of the Reserves Act and Council policy. A well-prepared ARE helps minimise negative effects, supports good planning, and provides clarity to applicants, stakeholders, and the public.

When is an ARE required?

An ARE is required for:

- Restricted activities, as defined in Appendix A: Rules for Use and Development.
- Managed activities that involve moderate to high impact, or occur in sensitive areas, as determined by Council officers.
- Any proposal that triggers significant change in land use, infrastructure, or access.

The scale and detail of the ARE should be proportionate to the proposal's potential effects and the sensitivity of the site. Small-scale, low-impact proposals may require only a basic assessment; larger or long-term proposals may require detailed technical analysis.

Key Factors and Questions to Guide Your ARE

Wellington City Council uses a values-based approach to assess proposals in coastal parks and reserves. Applications are considered case-by-case for how well they align with the values of Te Whai Oranga Pōneke, the objectives of this plan, and the requirements of the Reserves Act 1977.

Considerations
General considerations • Is the activity consistent with the purpose, policies, and objectives of this management plan? • Are there permanent or temporary effects on reserve infrastructure, land use, or user experience? • What is the level of risk (e.g. biosecurity, landscape degradation, safety)? • Are there opportunities to add value for the public or environment (e.g. dual use, education, restoration)? • Could this proposal set a precedent or lead to increased cumulative effects? • Is it consistent with Reserve Act requirements?
Manaakitanga – Equity and access for all • Is public access maintained or improved? • Are there any negative impacts on other users or recreational values? • Is the activity designed to be inclusive of different ages, abilities, and needs? • Could it occur elsewhere with fewer impacts on people or place?
Pārekareka – Recreation, joy, and the public experience • Does the proposal enhance recreation, enjoyment, and connection with nature? • Is the activity complementary to reserve use, or does it dominate or exclude others? • Is it consistent with the character of the place and values of the reserve? • Can it be co-located with other facilities or uses to reduce impacts?

Tiakitanga – Care for ecosystems and environmental integrity • Will native species, habitats, or water bodies be affected? • Does the proposal involve earthworks, vegetation clearance, or increase risk of erosion, weeds, or pests? • Is the proposal on a Significant Natural Area? • Will it disturb native wildlife including nesting birds or lizards? • Will it affect any trees, including work within the dripline or root zone? If so, a tree impact assessment and mitigation plan will be required. • What are the cumulative or long-term environmental impacts? • Can the impacts be avoided, minimised, or restored? • Is this the best location, or could it happen elsewhere with fewer environmental effects?
Wairuatanga – Respect for natural character and cultural landscapes • Will the activity impact the natural character, dark skies, quiet, or sense of place? • Is the site near a wāhi tapu or culturally sensitive area? • Has engagement with mana whenua occurred, and is a Cultural Values Assessment needed? • Does it affect landscape connectivity or visual qualities? • Can existing structures be reused or the footprint reduced?
Whanaungatanga – Relationships, connection, and community benefit • Who benefits from this activity or development? • Does it support community use, shared stewardship, or mana whenua relationships? • Will it enhance inclusion, learning, or social connection? • Has engagement occurred with affected communities or neighbours, is it supported by them?

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment E

Actions requiring new funding and estimated cost break downs

This appendix summarises the proposed actions in Tātou ki Uta – The Coastal Reserves Management Plan that would require new or additional funding for delivery. These actions are not currently funded but their identification in the reserve management plan will inform their future prioritisation and guide long-term planning and investment through Council's Long-Term Plan and Annual Plan processes.

Tātou ki Uta is a statutory policy and management plan that provides strategic direction for the use, protection, management and enhancement of Wellington's coastal reserves and open spaces. While the majority of actions identified in the plan (around 75%) are expected to be delivered using existing budgets and asset management programmes, the remaining 25% (22 actions) will be subject to future funding decisions by councillors through Long-Term Plan (LTP) and Annual Plan processes.

Any new initiatives that require new funding will start in the year 2027/2028 and will be considered as part of the 2027/37 LTP.

Funding-dependent actions in the plan have been grouped under the following implementation timeframes:

- **Short term (0–4 years)**: Actions that may be initiated within early in the plan's implementation. There is only one action and this would need to be considered in the 2027/37 LTP and would start in 2027/28.
- **Medium term (5–7 years)**: Actions aligned with the 2027/37 LTP cycles and requiring preparatory work or feasibility assessment. Starting from year 2028/2029
- **Long term (8+ years)**: Forward-looking priorities that may involve complex planning to be completed, cross-agency collaboration, or significant investment that requires further work to quantify. These actions would be considered as part of future LTP processes, likely beyond 2035.

All cost estimates provided are indicative only. Delivery will depend on feasibility, further planning, and Council prioritisation through formal budgeting processes. Some actions may also require coordination with other Council teams or external partners. *Please note 3 actions are marked TBC and excluded from the table totals, as the cost estimates are very uncertain.*

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Breakdown of Proposed New Funding-Dependent Actions

#	Action	Capex /Opex	2027/8 $000,s	2028/9 $000,s	2029/30 $000,s	2030/31 $000,s	2031/32 $000,s	2032/33 $000,s	2033/34 $000,s	2034/35 $000,s	Total $000's	LTP Activity Area	Other comment/ relevant section of the plan.
1	Explore opportunities for a mana whenua ranger programme with mana whenua.	Opex	100	100	100	100	100	100	100	100	800	Local parks and open spaces	
		Capex	50								50		For vehicle
2	Develop a Coastal Cultural Interpretation Project in partnership with mana whenua to display stories of wāhi tapu and wāhi tupuna across the coast.	Opex		200							200	Local parks and open spaces	
		Capex			500	500					1000	Local parks and open spaces	
3	Work with the transport infrastructure team to develop and implement a process for actively managing sand at Lyall Bay, including returning windblown sand to the beach system where feasible, and undertaking targeted sand redistribution (e.g., sand push-ups) following storm events to maintain beach function, protect infrastructure, and support dune resilience.	Opex		40	40	40	40	40	40	40	280	Beaches and coast operations	
4	Resource a wildlife work programme to deliver, coordinate and advise on efforts to retain and restore wildlife around the coast including species such as kororā, minimac geckos kekeno and tītī, including potential reintroductions.	Opex		100	100	100	100	100	100	100	700	Biodiversity	
5	Scope a feasibility study to support mana whenua aspirations for seabird and species restoration, assessing viability, identifying suitable reintroduction sites, and guiding habitat restoration and predator control efforts.	Opex		100							100	Biodiversity	

6	Develop a master plan for the Ākautangi Water Recreation Precinct that takes a holistic view of the area's future. Continuing to work with existing tenants, clubs, and stakeholders.	Opex		100							100	Marinas, Local parks and open spaces	
7	Develop a Clyde Quay Boat Harbour improvement plan, including an options assessment for extending timber decking and duplicating the existing breastwork to improve public access.	Capex			400						400	Marinas, Local parks and open spaces	
8	Develop sector-based coastal landscape and amenity plans to guide the placement, design, and potential reduction of infrastructure such as bins, fences, signs, paths, picnic tables, seating, and carparks.	Opex		75	75	75	75	75	75	75	525	Local parks and open spaces	
9	Work with key stakeholders to develop an integrated plan for the eastern Lyall Bay Parade reserves, considering street frontage, business activity, transport, and dune restoration.	Opex		150							150	Local parks and open spaces	
10	Provide a new public toilet in the Rangitatau sector.	Capex				500					500	Public Toilets	
		Opex				40	40	40	40	40	200		
11	Develop a plan for the ex-Maranui Depot site that increases the recreation, environmental restoration, and public benefit of the site. Consider classifying it as a reserve, while ensuring the plan addresses its closed landfill status and the old quarry face, and assesses remediation needs.	Opex					100				100	Local parks and open spaces	TBC future capex cost for delivery. Could be part funded by Plimmer trust
12	Investigate extending the Lyall Bay Parade seawall from Tirangi Road to Surfers Corner to protect dune systems, reduce windblown sand on the footpath, and improve pedestrian	Capex										Transport/Beaches and coast operations	TBC future capex cost for delivery

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	access, while incorporating access points and complementary dune planting.												
13	Provide a new public toilet in the Mātai Moana sector.	Capex			500						500	Public Toilets	
		Opex			40	40	40	40	40	40	240		
14	Investigating improving the amenities at Freyberg Beach, recognising high visitor demand and community feedback, including consideration of additional amenities such as lockers.	Capex		40							40	Public Toilets	
15	Undertake conversation assessment of coastal bunkers across the parks network, consider their condition, risks, and heritage values. Assess our approach to management of these places.	Opex					80				80	Local parks and open spaces	Opex (to investigate)
16	Explore feasibility to improve the accessibility at Island Bay, considering pathways, entrances, and facilities are designed to accommodate people of all abilities	Opex						50				Beaches and coast operations	
17	Explore opportunities to improve accessibility at Lyall Bay beach, including considerations of carparking and accessible beach equipment ie beach wheelchairs..	Opex						50				Beaches and coast operations	
18	Explore, develop and implement interpretation at existing piped stream outfalls, including Paekawakawa, Haewai, Ngaroma (Lyall Bay) and Waipapa. This could include standard signage providing stream name, links to catchment information and a long term plan to improve the ecological and amenity value of all coastal outfalls. , alongside water infrastructure owners, GWRC and catchments groups	Capex				50					50	Biodiversity	$100k for investigation; Capex for delivery uncertain

19	Investigate long-term actions to maintain beach access and amenity in the face of sea level rise and coastal change, focusing on vulnerable sites such as Hataitai Beach.	Opex						100				Beaches and coast operations	
		Capex											TBC from investigation
20	Investigate and plan improvements to stormwater management along Lyall Bay, including relocating or naturalising outfalls to support dune stability, reduce erosion risks, and enhance coastal resilience, consistent with recommendations in the Lyall Bay Coastal Remediation Report (eCoast, 2016).	Opex						150				Local parks and open spaces, Climate action	TBC Capex for delivery uncertain
		Capex											
21	Create a project to assess the future of Massey Road and Shelly Bay Road as a pedestrian/cycle-friendly route, including the option to reduce traffic to one lane, as part of progressing a continuous walking connection in this section of Te Aranui o Pōneke | Great Harbour Way.	Opex							150			Local parks and open spaces	$150k for a feasibility and landscape plan; Capex for delivery uncertain
		Capex											
22	Work with Animal Services to explore relocating the Moa Point dog pound..	Capex										Local parks and open spaces	TBC future capex cost for delivery likely significant
	Indicative total operational expenditure		100	865	355	395	575	745	545	395	3475		
	Indicative total capital expenditure		50	40	1400	1050	0	0	0	0	2540		
	Total		**150**	**905**	**1755**	**1445**	**575**	**745**	**545**	**395**	**6015**		

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Tātou ki Uta – Coastal Reserves Management Plan

Public Consultation Summary

August 2025

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Introduction

Public consultation on the Draft Coastal Reserves Management Plan — Tātou ki Uta — was held for a two-month period between 5 June and 5 August 2025, in line with the two month requirements under the Reserves Act 1977. The purpose of this document is to summarise the feedback received during this consultation period.

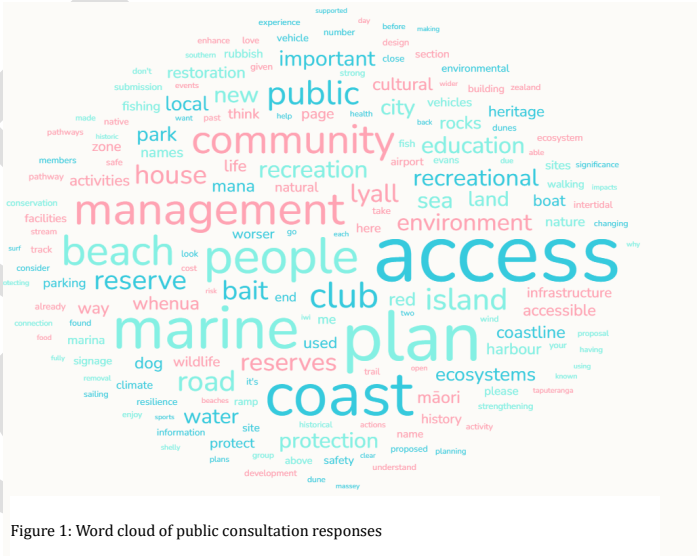
In total, 379 submissions were received from a wide range of individuals, community groups, environmental organisations, and recreational users. This followed an earlier, wide-reaching engagement phase held between March and July 2024, which generated more than 3,000 pieces of feedback through workshops, beachside chats, online tools, school engagement, targeted discussions, and a research survey. That early engagement helped shape the draft plan, while this second phase sought feedback on the draft proposals themselves. A detailed summary of the early engagement process and findings is available in the **Early Engagement Summary Report**.

Overall, feedback was mixed, with many submitters supporting the draft plan's direction and key values, while others raised specific concerns or suggested changes.

There was a wide range of complex themes in the submissions, ranging from how to manage climate change impacts and protecting wildlife, to improving facilities and accessibility, recognising Māori cultural values, balancing different types of recreation, and responding to site-specific issues across the coastal network.

The feedback received has been presented in themes and visual summaries to provide councillors, officers, stakeholders, and the community with a clear understanding of key issues and suggestions. All responses have been summarised as provided, without demographic weighting or adjustments.

This feedback has been carefully considered and used to shape the final Tātou ki Uta — the Coastal Reserves Management Plan.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Methodology

The main method of consultation was an online survey hosted on the Kōrero Mai engagement platform, accessible via Let's Talk. The survey was also available in paper form, and additional submissions were accepted via email.

The consultation ran from 5 June to 5 August 2025. The consultation was promoted widely, including:

- Signs installed along our coastal areas advertising the consultation.
- A targeted social media campaign on Facebook and Instagram featuring short videos with Tom (coastal ranger) and Anita (coastal ecologist), supported by paid promotion (including carousel ads), plus organic posts and shares in key community Facebook groups.
- Coastal drop-in sessions and market outreach, including events at the Waterfront Markets, Evans Bay Marina, Lyall Bay Surf Club, Te Awe Library, and Island Bay Community Centre.
- Posters and information displays on the draft plan in libraries and recreation centres across the city.
- Email outreach to key stakeholders, including environmental, recreational, residents' and community groups, and subscribers on Let's Talk
- Inclusion in key Council newsletters.
- Dedicated press releases. Stories were picked up by RNZ and Stuff.co.nz, including stories focused on coastal birds and the Bait House.
- Public notification in local newspapers, ensuring wider community awareness.

Participants were asked whether they supported or opposed the overall direction of the draft plan, as well as to what extent they supported or opposed each of the draft values and associated pathways. Open-ended comment sections allowed people to explain their choices and provide detailed feedback.

Submitters then could also select specific coastal sectors they wanted to comment on (e.g., Te Kopahou, Taputeranga, Lyall Bay, Rangitatau, Eastern Bays, Mātai Moana, Ākautangi, and Oriental Bay), and respond to sector-specific proposals.

In addition, submitters were asked if they supported specific proposals, including:

- A stronger commitment to nature-based adaptation, such as using dunes and wetlands rather than hard infrastructure.
- Strengthening wildlife protection, including enhanced measures for kororā (little penguins), geckos, and seals.
- Strengthening dune management, giving dunes more space to move and function as natural defences.
- Introducing new approaches to 4WD access at Te Kopahou, including night gate closures and planning for a potential permit-based system.
- Repositioning the Mātai Moana coastal road as a recreation precinct, with improved walking and cycling connections and greater ecological protection.
- Transforming the Ākautangi / Evans Bay Marina Precinct into a coastal recreation hub, with upgraded facilities and improved public access.
- A commitment to inclusive access to coastal reserves and essential facilities, including proposed new public toilets at Island Bay, Breaker Bay, and Mātai Moana.
- Future options for the former Māranui depot site at Lyall Bay, exploring recreational and public uses.
- Strengthening Māori identity on the coast through restored place names, cultural storytelling, and interpretation.
- Sector-based landscape and amenity planning to guide parking, seating, fencing, and signage design and placement.

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- Creating a penguin protection area at Rangitatau to safeguard kororā from threats such as dogs and development.
- Planning for the future of structures in coastal reserves, including reviewing and relocating at-risk buildings and amenities in response to sea level rise.

Finally, there was a general question inviting any additional comments on the draft plan, including feedback on the appendices, proposed name changes, and activity rules.

All responses have been summarised thematically, with no weighting or adjustments by demographics.

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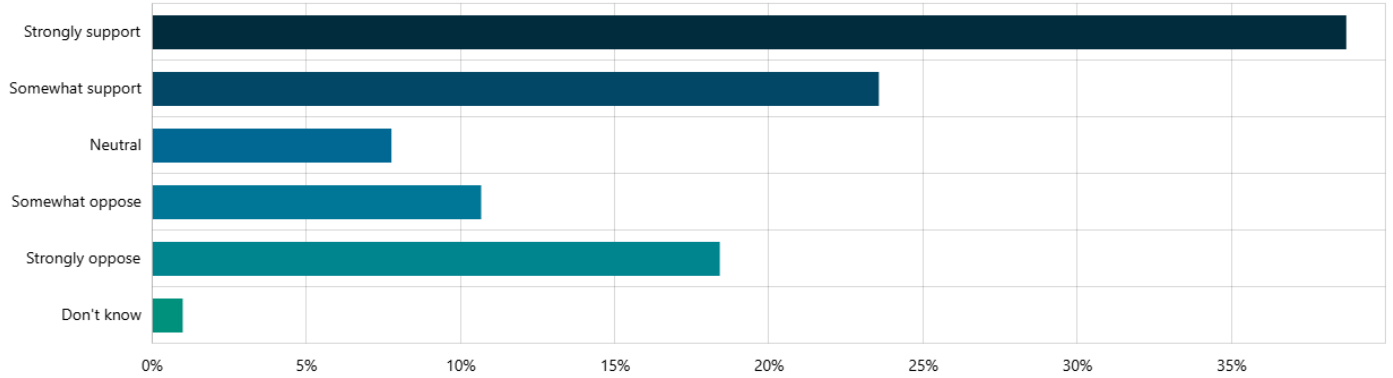
Survey Responses

Overall Direction of the Plan

This section summarises responses to the question: *"Do you support or oppose the overall direction of the plan?".*

A majority of respondents (62.26%) expressed support for the overall direction of the plan, while 29.34% opposed it. A smaller proportion were neutral or unsure (8.7%).

Q: **Do you support or oppose the overall direction of the plan?**



Ngā Uara me Ngā Ara, Values and pathways

This section summarises responses to the question: "*To what extent do you support or oppose this value and its pathways*?"

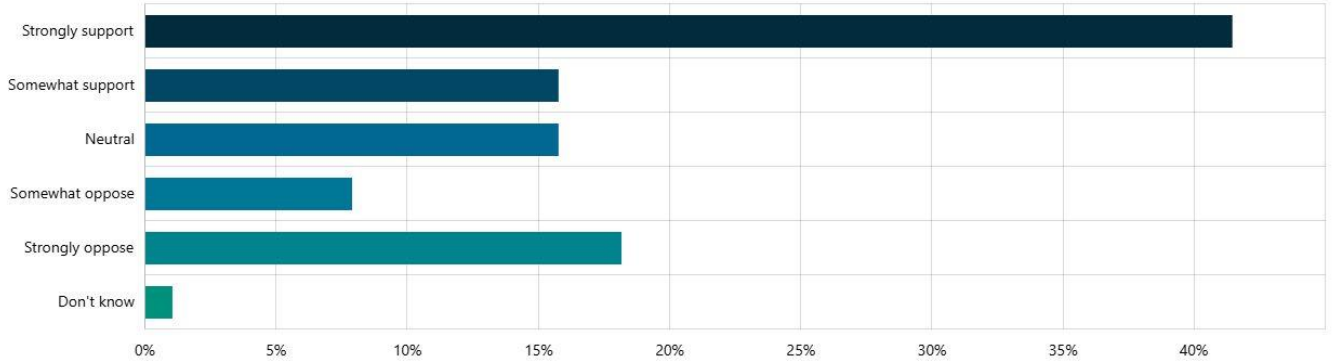
Respondents were asked to indicate their level of support for each value and its associated pathways set out in the draft plan. They were also invited to provide open-ended comments explaining their choices.

Please note that where comments made in other sections were relevant to a particular value, they have been incorporated into the appropriate value summary for thematic analysis. Comments that were location-specific have instead been included in the sector-specific sections to ensure they are considered in context.

Value One: Mana whenua, Active partnership with mana whenua

There were 292 responses to this question. Overall, the majority, 57.2% of respondents supported the value to some extent, while 26% opposed it. Of the Values it was the most contentious.

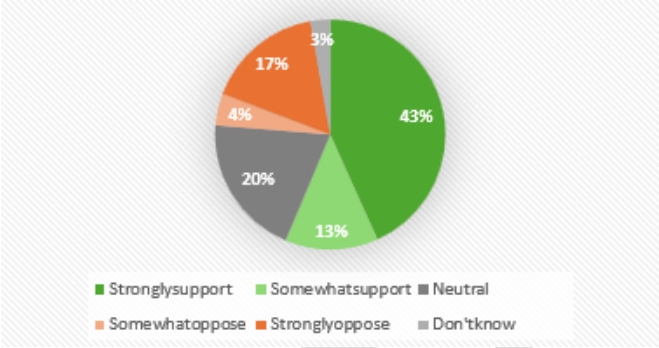
Q: - To what extent do you support or oppose this value and its pathways?



Open-ended comments

Respondents were also asked to explain their choice. Key themes from these comments are summarised below:

Themes	Comment s	Response

Survey question: **"Do you support initiatives to restore Māori place names, incorporate cultural storytelling, and enhance interpretation along the coast?"**	**Survey results showed:** 	Retain commitment to restore Māori place names, incorporate cultural storytelling, and enhance interpretation along the coast.
Support for recognising Māori cultural significance	Many submitters valued the recognition of the historical and cultural importance of the coastline to Māori, and the role of active partnership with mana whenua. They noted that active partnership with mana whenua is "essential" and that "mana whenua leadership is likely to improve ecosystem management."	Noted,
Appreciation for mana whenua partnership	Positive sentiment toward the partnership approach: "Partnership is important," "The emphasis on co-management, mātauranga Māori, and restoring traditional names is not only culturally affirming but will also support more sustainable management practices informed by deep intergenerational knowledge." "We should recognise & support mana whenua's long presence here."	Noted
Partnership as part of being a New Zealander	Some respondents expressed that respecting Māori values is integral to our identity, "Its part of being a New Zealander."	Noted
Concerns about perceived imbalance and that there should be recognition for everyone.	Many submitters felt the values prioritised Māori perspectives over others and called for a more inclusive approach. Comments included "this document seems to prioritise iwi at the expense of all other Wellingtonians" and "Wellington coast is for everyone and that should be better reflected in the plan.," to "this is highly racist and it strongly offends me." : "	Partnership with mana whenua under Te Tiriti is foundational and sits alongside Council's duty to all Wellingtonians. Coastal reserves remain open to everyone. The plan recognises diverse histories, communities, and voices.
Concerns about over-focus on cultural matters vs. practical issues	A number of submitters thought this section was a distraction and wanted emphasis on infrastructure and environmental upkeep instead of cultural recognition, e.g., "focus on fixing infrastructure" and "Central government's job not Council. Focus on infrastructure and rubbish please"	Noted.

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Support for place names and te reo Māori integration	Many supported restoring traditional Māori place names and strengthening the use of te reo Māori. Comments included: "I like the idea of the proposed te reo place names, they are very fitting.," "Restoring traditional Māori names is a great first step," and "I am happy for the integration of Te Reo." "excited to see some traditional Māori place names around!	Further commentary in sectors sections about specific name proposals. Name changes are still retained in the plan.
Support for restoring traditional names while maintaining existing names. They also requested dual names.	Submitters supported restoring traditional names but wanted to retain current names for familiarity and continuity. Quotes included: "introduce[d] slowly and first used in combination with established names so the majority of citizens can recognise each location."," "have both," "and name changes includes both Māori and English then its makes sense"	Noted
Opposition or concerns about name changes as they will confuse, are hard to understand or prioritise Māori.	Some were concerned that changing well-known names could cause confusion, especially for those with cognitive or comprehension difficulties. Quotes included: "Changing long standing names disadvantages the vast majority and particularly affects people with reading, comprehension and memory issues. This lowers their quality of life and creates unnecessary struggle" PLEASE… keep a current or English name… I struggle to learn Te Reo and feel overwhelmed by unfamiliar Māori words." Others emphasised preserving historical knowledge and values: By all means, name the unnamed places however you want, but leave the existing names alone…" "	Noted.
Requests for cultural art, installations, and on-site storytelling	Submitters wanted cultural narratives to be visible and engaging through physical features and interpretation, asking for "information available on site for visitors," "more multi-lingual signposting at Pariwhero/Red Rocks," "public information about indigenous history," and to "make this information more accessible"	Retain commitment for cultural storytelling.
Calls to embed mātauranga Māori in decision-making	Submitters asked to embed mātauranga Māori in decisions: "better and more sustainable outcomes" ; kororā as tohu alongside science ; "co-management, mātauranga… support sustainable practices", and "integrating mātauranga Māori into decision-making" as vital	Retain commitment for mātauranga.

Value Two: Whai wāhi Access to the coast for recreation and enjoyment

There were 296 responses to this question. Overall, 78.03% of respondents supported this value to some extent, while 13.52% opposed it. This value received high overall support, with strong recognition of the importance of coastal access for recreation and wellbeing.

Q:- To what extent do you support or oppose this value and its pathways?

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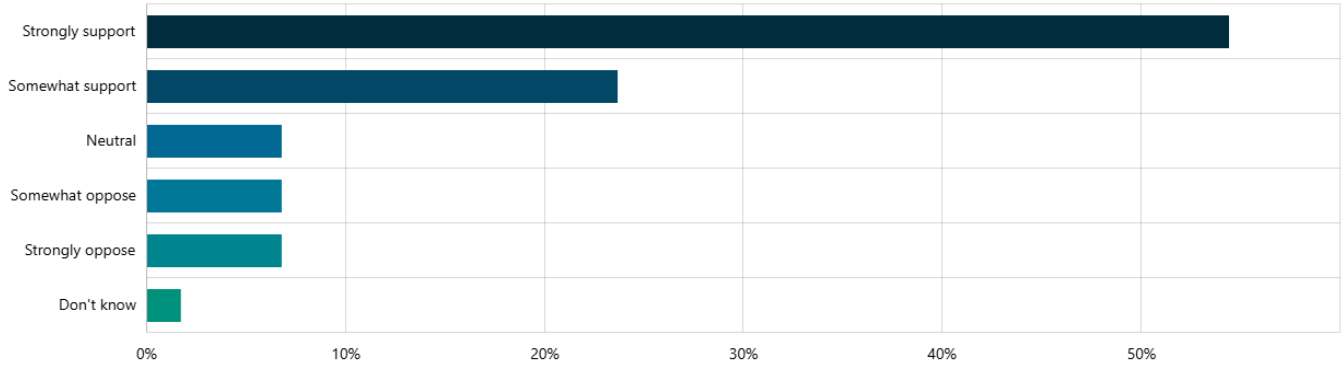

Open-ended comments

Respondents were also asked to explain their choice. Key themes from these comments are summarised below:

Themes	Comment s	Response
Strong Overall Support for Coastal Access	Submitters consistently emphasised coastal access as central to Wellington's identity and wellbeing, citing activities such as walking, surfing, diving, wind and kite sports, fishing, and quiet enjoyment.	Retain strong emphasis on coastal access as a core value.
Intergenerational and community value	Many submissions framed the coast as a place for whānau and community connection, with references to spending time with children and passing on outdoor experiences to future generations	Noted
Balancing access with environmental protection	General support for access alongside strong safeguards, with concerns about damage in sensitive areas (e.g., dunes, wildlife sites) and calls to balance use and protection.	Noted

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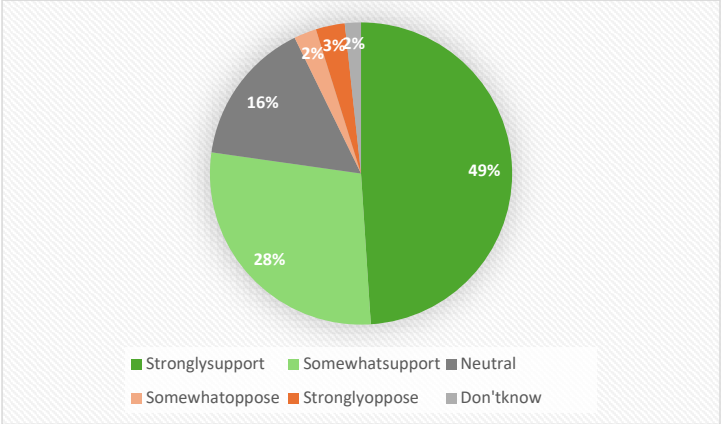
Maintaining and improving and addressing current accessible infrastructure barriers	Requests to maintain accessible facilities and address barriers for people with limited mobility, including keeping pathways in good condition, ensuring beach access points remain open, and improving accessible toilets and parking	Noted
Survey question: A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana.		Noted
Physical improvements for accessible beach and coastal access	Specific improvements suggested include installing beach matting, adding ramps, and ensuring accessible toilets and parking are near each other to enable access for more users. -	The plan includes provision for accessibility. The plan has been amended to add further actions in specific places to improve accessibility.
Co-design with disabled communities	Submitters asked Council to co-design access solutions with disabled communities and partner directly with those who use the spaces.	The plan includes a policy and actions to work with people with disabilities to improve coastal access.
Accessible information and signage	Requests to improve communication about which sites are accessible and to provide information in accessible formats (e.g., large print, braille, digital).	As above.
Convenient and equitable accessible parking	Submissions sought accessible parking that is conveniently located near amenities, not time-limited, and more evenly distributed along the coast.	The plan has been amended to include an action to look at accessible car parking at primary coastal areas..

Support for tighter dog control to protect wildlife	Some submitters supported stronger dog control to protect wildlife and reduce conflict with other users. Suggestions included: increased enforcement of dog rules in coastal reserves, more on-leash zones or seasonal restrictions in sensitive areas, prohibiting dogs from ecologically significant sites (especially where kororā nest), and clearer signage with public education on appropriate dog behaviour near wildlife.	The plan has been amended to support tighter dog controls.
Maintaining dog access in appropriate areas	Other submitters emphasised the importance of maintaining access for dogs and their owners, particularly where wildlife impacts are minimal. They called for retention and promotion of designated dog-friendly areas, including off-leash zones, avoiding blanket restrictions, and balancing wildlife protection with ongoing recreational use. Some suggested explicitly recognising dog walking as part of everyday coastal recreation, clarifying where and why dog restrictions are in place (e.g., wildlife nesting areas), and reinforcing that dog access is not being removed but will be managed based on site-specific needs.	Dog access is still supported across a number of off leash dog areas on the coast.
High value of water-based recreation	Submitters strongly emphasised the importance of water-based activities — swimming, surfing, windsurfing, diving, snorkelling, kayaking, and paddleboarding — as "iconic," and "a key part of Wellington's lifestyle." These activities were seen as contributing to wellbeing, community connection, and the city's coastal character. One noted: "The coast is vital for cultural activities, recreation, and social activities."	Noted. This value is included in the plan.
Surfing and windsurfing	Surfing and windsurfing were particularly highlighted, with repeated references to Lyall Bay as a "key surfing destination" and "dedicated windsurfing access location." Submitters called for preservation and recognition of key surf breaks and wind sports access areas, especially in Lyall Bay and Houghton Bay. (these are summarised more in the location). Submitters called for completion of a surfing assessment and inclusion of mapped surf zones in the final plan.	The plan has been amended to add reference to key surfing and windsurfing sites.
Snorkelling and diving	Requests to better recognise popular snorkelling and diving spots and to increase visibility of these areas in maps and guidance	The plan has been amended to add reference to key snorkelling and diving sites.
Swimming access and facilities	Support for maintaining swimming beaches and adding facilities such as changing rooms, steps into the water, and pontoons to improve enjoyment and safety	The plan recognises swimming amenities at beaches and has many actions to improve amenities in specific places.
Boat ramps	Concerns about the condition and safety of several boat ramps, described as "slippery," "dangerous," and in need of "frequent maintenance." These issues were seen as barriers to safe access for sailing, kayaking, and windsurfing.	Noted. The plan includes policies to maintain boat ramps.
Rigging and storage areas	Clear calls for better gear setup and storage areas near popular wind and water sports zones. One submitter noted the difficulty of "blowing up a wing on the footpath," reflecting the lack of practical space for preparation.	The plan has been amended to include reference to wind powered water sport areas.

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Changing rooms and toilets	Multiple concerns about condition, safety, and distribution of changing rooms and toilets; opposition to a 4-km spacing standard for toilets. Requests for increasing opening hours.	The plan has been amended to remove the 4km toilet reference. The plan includes policies to support all year use of beach facilities. Opening hour comments have been passed on to the appropriate team.
Showers and washdown areas	Requests for more outdoor showers near popular beaches to support surfing, swimming, and general coastal use. Suggestions included surf-friendly infrastructure such as rinse stations and foot showers.	The plan does not provide for outdoor showers everywhere. It recognises them as useful amenities in primary coastal areas.
Wharves, piers and pontoons.	Several submitters highlighted the importance of maintaining and improving access to wharves and piers for fishing, diving, jumping, and cultural use. Others requested more swimming pontoons.	The plan includes a policy on access to wharves and piers and supports community groups to fundraise for a swimming pontoon at Scorching Bay
Parking as essential for coastal access	Many submitters emphasised that parking is essential for coastal access, particularly for families, older adults, and those transporting gear such as boats, paddleboards, or waka. "Parking is part of access."	The plan recognises parking access as important.
Concerns about loss of parking	Concern that parking could be lost due to new infrastructure (e.g., cycleways, dune restoration), with requests to protect parking near high-use areas; some noted accessible parks are too far from the beach.	The plan recognises parking access as important.
Support for designated, serviced freedom camping sites and concern about capacity.	Support for designated, well-managed freedom camping areas with appropriate facilities and, where appropriate, fees/permits, and restrictions to self-contained vehicles. Capacity concerns at Evans Bay and Te Kopahou sites (often full early), and suggestions for additional provision near the CBD or ferry terminals with supporting facilities.	The plan includes an action to review freedom camping provision.
Freedom camping - Opposition due to environmental and amenity impacts and safety concerns in remote areas.	Opposition due to litter, noise, wastewater dumping, dune damage, and conflicts with residents; safety concerns in isolated, poorly lit areas. NZ Police advised against freedom camping in isolated, poorly lit areas (e.g., Mātai Moana), citing anti-social behaviour and safety risks.	As above.
Support for improved coastal walking and cycling connections	Broad support for maintaining and enhancing pedestrian and cycling access along the coastline; connected paths seen to enhance access and experience.	The plan maintains actions or connection to supporting this amenity along the coast.
Maintenance of existing tracks	Requests to prioritise maintenance of formed tracks, including addressing erosion and weeds in high-use areas such as Te Kopahou.	Noted. The track network is an important part of recreation on the coast.

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User conflict concerns	Concerns about conflicts between pedestrians, cyclists, and vehicles, with calls for separated routes or clearer signage where appropriate.	Noted. Some of this concern is out of the scope of the plan.
More and better coastal play spaces and nature play.	Requests for upgraded play spaces near beaches that are safe, shaded, and well-maintained, with interest in nature-play elements. Including the integration of taonga tākaro.	Noted. Plan includes policy on play areas.
Concerns about vehicle speed and safety and concerns about conflicts. And complaints about dangerous or reckless driving.	Concerns about speeding and dangerous driving on narrow coastal roads; reports of shared-use conflicts at locations including Breaker Bay, Lyall Bay Parade, and the Miramar coast.	Noted. Some of this concern is out of the scope of the plan. (Outside of Te Kopahou) but this has been passed on to the correct team.
Events activating the coast and commercialisation	Feedback on events and commercial activations varied; interest in activity that supports enjoyment without undermining natural values or access.. One submitter said the plan should recognise mobile, low-impact wellness services such as wood-fired coastal saunas, which are "off-grid, no-infrastructure, waste-neutral" and activate beaches in off-peak seasons. They suggested seasonal or time-limited permits, pilot zones for innovative activities, and identified Lyall Bay, Hataitai Beach, Worser Bay, Princess Bay, and Island Bay as suitable sites.	Noted. Commercial activities are regulated under the Reserves Act 1977 and the Trading in Public Places Policy provides pre-approved locations.
Public art reflecting culture and history	Support for public art and interpretation that reflects local history and Māori culture, integrating storytelling into the coastal environment.	Noted. There are actions to include interpretation in the plan.
Lease and community buildings	Comments on leased and community buildings related to use, maintenance, and balancing public access with club operations. Or extension of leases.	Noted. Comments passed on to the Lease team.
Requests for public transport	Requests to improve public transport access to coastal areas to support equitable access without relying on private vehicles	Noted. Public transport is managed by Greater Wellington Regional Council but the plan includes policies to support this discussion with Greater Wellington.

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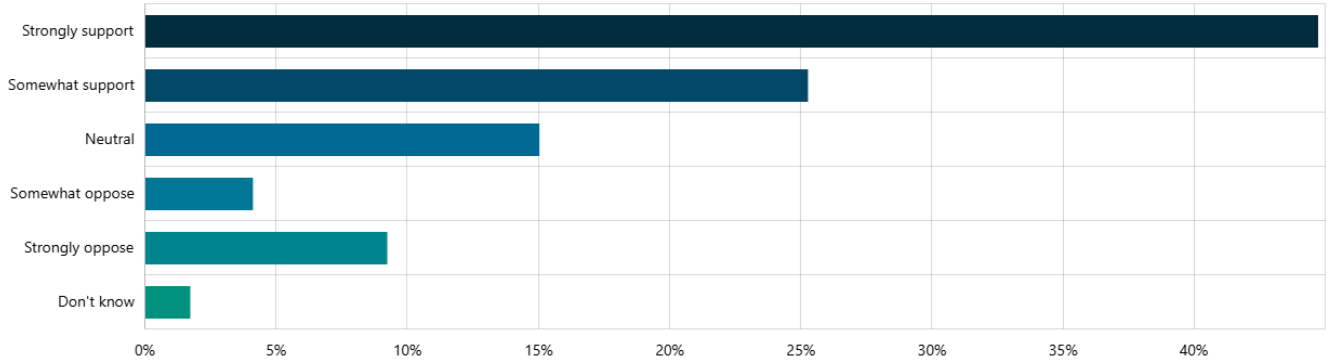
Value Three: Hononga Taiao Enduring connection to the landscape

There were 293 responses to this question. Overall, 59.7% of respondents supported this value to some extent, while 13.32% opposed it.

Q:- To what extent do you support or oppose this value and its pathways?



Open-ended comments

Respondents were also asked to explain their choice. Key themes from these comments are summarised below:

Themes	Comments	Response

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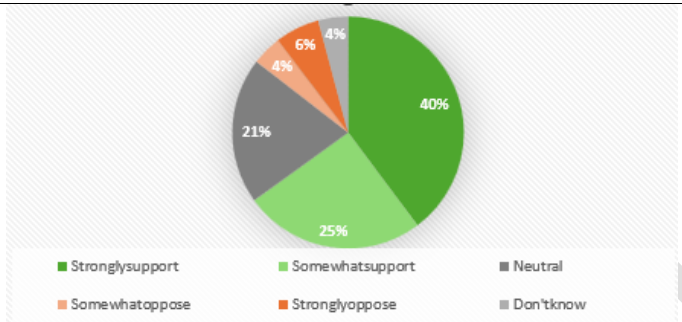
Survey question: Support for: **"Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs.?"**		Noted.
Support for cultural storytelling and connection	Many supported acknowledging cultural heritage, storytelling, and design to deepen connection and educate people about coastal history (including mana whenua and wider community stories). "Knowing more about our coastal cultural heritage is crucial to strengthening our commitments and protections of the whenua we live on. I would love to see this more reflected when I am walking or exploring the coast."	Noted
Support for balance of histories	Requests to acknowledge multicultural coastal histories (European fishing, shipping heritage, other cultural stories) alongside Māori heritage. "Our coastal history and heritage is multi-cultural. We need to recognise the european history and culture fishing, navigation, shipping and sport. The Island Bay 'baitshed' is an historic record and its present use as an aquarium should be recognised by making it a cultural reserve."	Noted. A mixture of histories is included in the plan.
Caution on signage and cost	Concerns about excessive interpretive signage or expensive storytelling; suggested simpler, low-cost approaches (e.g., QR codes, limited panels). "Oppose large-scale interpretive signage projects. Extensive physical signage often fails to engage visitors and delivers poor value for money... install up to 15 simple interpretive panels with QR-codes linking to a GIS portal for optional, on-demand stories." "We would prefer signage, new structures and man-made infrastructure be kept to a minimum on the South Coast. It's a wild natural environment and any kind of artificial structure is intrusive and usually ugly."	Noted. The use of low cost QR codes is supported. The plan supports minimal infrastructure on the south coast.
Concern about restricting access	Concerns that cultural or landscape values might lead to reduced public access. "Collaboration with local communities, including mana whenua and recreational users, could help develop creative solutions that protect the coastline's character without unnecessarily limiting people's ability to enjoy and connect with these special places."	Noted. The plan supports a balanced approach.

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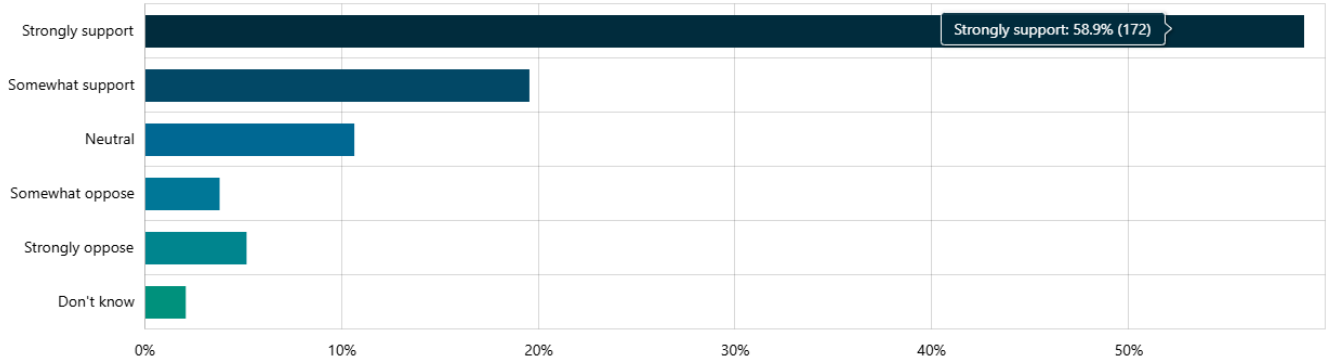
Prioritise other values	Some saw cultural connection work as lower priority and requested focus on environmental protection and essential infrastructure. “I like the idea, although it is vague. I think that possibly funding should prioritize the other values present here, e.g. Coastal ecosystems.”	Noted.
Interactive and alternative interpretation methods	Suggestions for visitor centres, heritage tours, and mobile digital experiences. “An education hub to teach people the origins of the coastline and the people as well as the Māori stories about the Wellington coast. This could include a place with books (exhibition spaces) local artists celebrating the coast line, the would be very empowering.” “Design a walking / driving tour around coast by doing what Heritage NZ did in the waikato with the 'waikato wars driving tour' using their app.”	Noted.
Opposition to investment in coastal storytelling	Several submissions opposed investing in coastal storytelling or interpretation, with one group calling to drop this value entirely, citing rates concerns. “Storytelling is a waste of money – rates are too high.”	Noted.

Value Four: Tiaki Taiao - Protection and restoration of coastal ecosystems

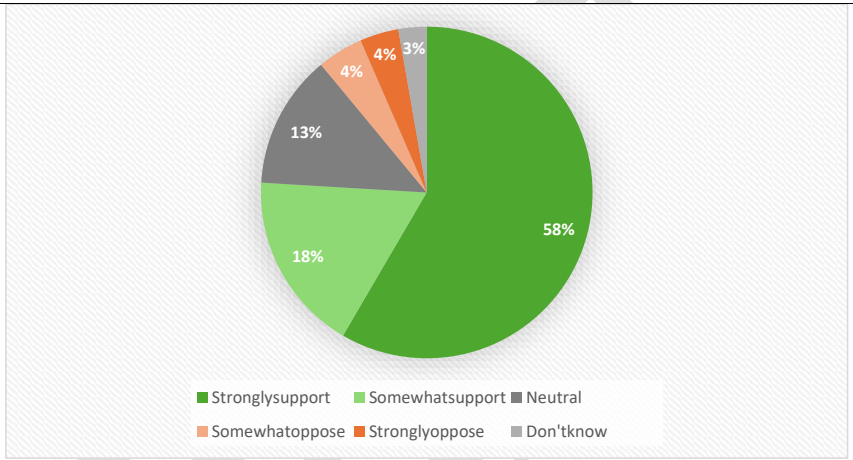
There were 292 responses to this question. Overall, 78.4% of respondents supported this value to some extent, while 8.9% opposed it.

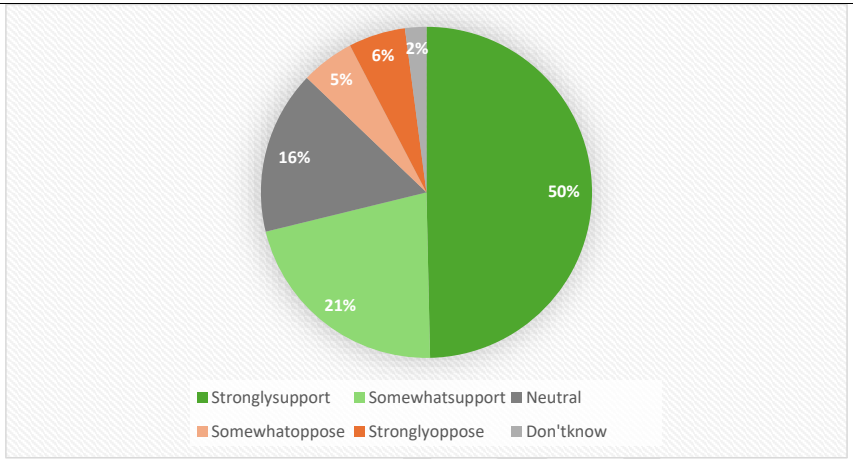
Q:- To what extent do you support or oppose this value and its pathways?



Open-ended comments

Respondents were also asked to explain their choice. Key themes from these comments are summarised below:

Themes	Comment s	Response
General support for ecosystem protection	Strong backing for protecting and restoring coastal ecosystems; many framed it as a top value linked to wildlife and coastal identity.	Retain strong emphasis on ecosystem protection as a core value.
Survey question-support for 'Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals.'		Noted.

Survey question- support for' Strengthening dune management: Giving dunes more space to move and function as natural coastal defences.'		Noted.
Biodiversity and interconnected ecosystems	Submitters praised the plan as comprehensive and future-focused around biodiversity, and asked for stronger emphasis on managing the coastal interface as a connector and adopting integrated catchment management.	Noted.
Stormwater, runoff, and pollution	Many raised widespread concerns about stormwater and sewage pollution — including blocked outlets, post-rain discharges, and landfill runoff — and argued that delaying stormwater work is unacceptable given issues already seen in Lyall Bay and Kilbirnie. One submitter suggesting "develop a consistent approach to existing piped stream outfalls including Paekawakawa, Haewai, Ngaroma (Lyall Bay) and Waipapa"	Noted. Stormwater and runoff are mostly outside the scope of this plan but are recognised in the plan. An action has been look at working with partners around interpretation of outfalls.
Pollution prevention tools	There was support for practical devices on stormwater outlets, such as trash-capture nets and filter systems, to intercept litter before it reaches the sea.	Noted. The plan includes policy to support this.
Litter and waste management – bins	People reported overflowing, missing, or poorly located bins at popular sites and questioned the effectiveness of smart bins in coastal conditions. Several noted that weekend use leaves prominent litter accumulations in parks near the coast.	Noted. The plan includes a policy and an action to support this.
Community-led litter initiatives	Submitters valued community-led clean-ups and marine education activities, noting these efforts spread good habits and asked for continued support.	Noted. The plan includes policy around this.

Marine ecosystem – under-emphasis	Many felt the plan under-represents the marine environment and pointed to overfishing and predator loss driving underwater ecosystem decline, including the growth of kina barrens.	The plan was amended to add more detail around the marine ecosystem. However noting still that this is out side of Council's remit.
Kina barrens and predator loss	Loss of key predator species such as crayfish, moki, and snapper was highlighted as a driver of ecosystem imbalance and kina overpopulation.	As above. Added commentary on kina.
Intertidal zone importance	The intertidal zone was emphasised as highly productive and ecologically significant, with requests to reflect this in restoration targets.	The plan was amended to add more detail around the intertidal zone.
Beach grooming concerns	Submitters opposed routine beach grooming in sensitive areas, saying removal of seaweed wrack harms intertidal biodiversity and coastal processes.	The plan was amended to add more detail around beach grooming and a policy restricting beach grooming.
Seaweed restoration and wrack habitat	People stressed the value of seaweed and wrack for beach stability and habitat, and suggested restoration of kelp forests and protection of wrack lines. Volunteer divers also asked for council support for underwater clean-ups.	The plan supports these initiatives although it is mainly out of scope.
Poaching and enforcement and integration with fisheries management.	Submitters called for much stronger enforcement against poaching around marine reserves and for clearer public information on rules.	The plan supports working with MPI around poaching. It fits outside of Council's responsibility otherwise.
Marine reserves and sanctuary zones	Some supported expanding sanctuary areas and improving public education about reserve boundaries and expectations.	Marine reserves are outside of the scope of this plan.
Wildlife protection – kororā (little blue penguins)	There was strong support to better protect kororā, with priority areas identified on both coasts. Suggested measures included dog controls, nesting support, managing light and noise near colonies, predator control, and interpretation.	The plan includes wildlife protection policies for kororā, including supporting nesting boxes, predator trapping and signage.
Wildlife protection – other species	Submitters asked that other vulnerable species — such as banded dotterels, reef herons, geckos, fur seals, and certain invertebrates — be explicitly included.	These species will be included in maps. The amended version added commentary on Dotterels at the Airport.

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Fence of areas to protect birds	Forest and Bird raised that we need to fence off areas to protect nesting areas and considered seasonal closures to reduce disturbance.	Fencing off areas for kororā protection is included in a few places in the plan such as at Greta Point and further work with Wellington Airport at Moa Point. Generally fencing off areas is discouraged to support public access.
Species reintroduction	Support was expressed for reintroducing species to restored habitats once predator control and habitat readiness criteria are met.	The plan supports species reintroduction investigations.
Dark sky, Light and noise pollution	Many backed initiatives to reduce light spill and noise in sensitive areas for the benefit of seabirds and other wildlife, while noting operational constraints near transport infrastructure such as the Wellington International Airport.	The plan retains commitment to Dark skies with slightly amended words so it is clear we are talking about parts of the South Coast, not the entire South Coast.
Community partnership and citizen science	People emphasised partnerships, citizen-science monitoring, and involvement of students and volunteers, noting that volunteers cannot sustain all work without support.	Noted. This is supported in the plan.
Education and awareness	Respondents reported that the draft plan improved their understanding of coastal ecosystems and taonga and asked for more interpretive material.	Noted.
Pest animal control	There was strong support for controlling animal pests — rats, stoats, possums, deer, pigs, and goats — to accelerate wildlife recovery.	Noted. The plan was amended to add some extra actions about deer and pigs at Te Kopahou.
Pest plant control	Weed species such as wandering willy, boneseed, and iceplant were identified as priorities for control, with wandering willy flagged as the top priority on the southern coast.	Noted.
Exotic tree removal	Submitters called for phased removal of pines and macrocarpas on ridgelines to allow native canopy regeneration and improve seabird habitat.	Noted. This will be considered further.
Dune restoration	Dunes were recognised as vital natural buffers and important wildlife habitats. Concerns included damage from mowing, beach grooming, trampling, and development. Submitters supported native planting (e.g., pīngao, spinifex), clear management zones, and avoiding works that reduce dune space. Some backed fencing to protect fragile areas, while others preferred balancing protection with access. Community-led planting and education were also encouraged.	Noted. Dune restoration is supported in the plan.

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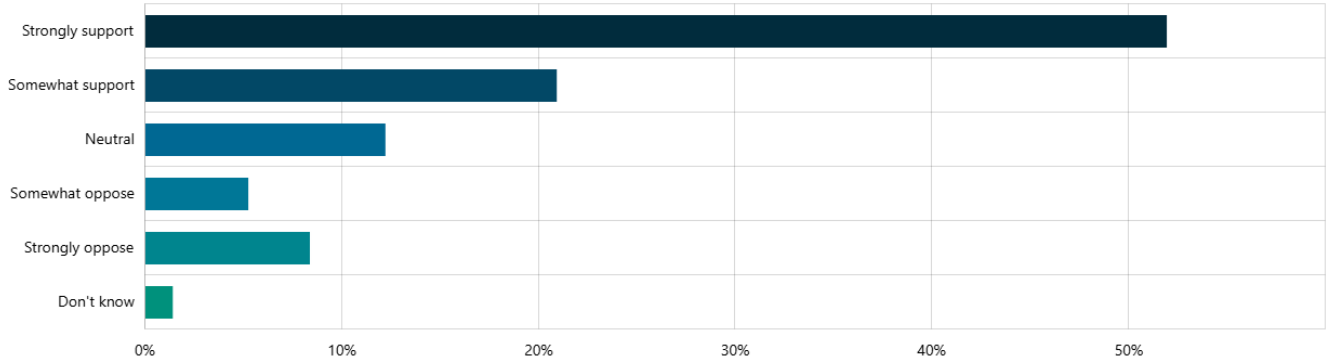
Monitoring, baselines, and cultural indicators	Submitters urged the development of robust biodiversity baselines to measure restoration progress, and the use of cultural indicators alongside scientific monitoring.	Noted. Monitoring is supported in the plan.
Estuaries and wetlands	The ecological importance of estuaries and wetlands was emphasised — as nurseries, habitat, and natural filters — with requests for restoration, protection, and avoidance of infill or reclamation.	Noted. Estuaries are supported in the plan.
Aquarium	Another submitter suggested a National Aquarium in the inner harbour	Noted. This has not been included in the plan at this stage and is outside the scope.

Value Five: Taiao Tuatahi - Nature first approach to resilience

There were 287 responses to this question. Overall, 72.83% of respondents supported this value to some extent, while 13.6% opposed it.

Q:- To what extent do you support or oppose this value and its pathways?



Open-ended comments

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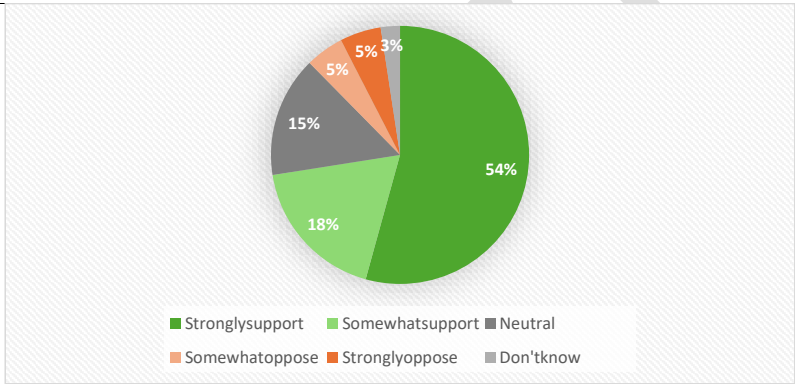
Respondents were also asked to explain their choice. Key themes from these comments are summarised below:

Themes	Comment s	Response
Strong support for nature-first, adaptive approaches	Many respondents expressed strong support for using nature-based solutions to manage coastal hazards and climate impacts, highlighting that working with natural processes is more sustainable and aligns with global climate adaptation goals. Comments included: "I completely agree with the approach of working with nature rather than against it," "I promote the long-term protection of the coast from climate threats," and "Resilience is important, but should not be prioritised over other values."	Noted.
Survey question- support for' A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure..'		Noted,

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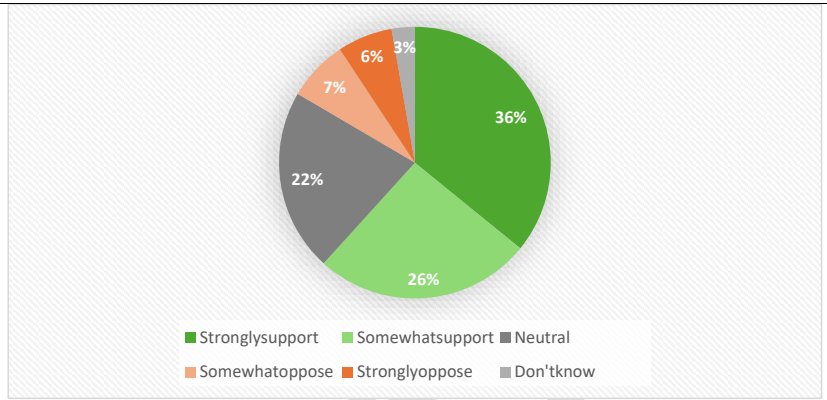
.Survey question- support for' Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise.		Noted.
Support for community education and climate literacy	Several submissions highlighted the need to educate communities about climate change risks and coastal resilience, suggesting interpretive signage, community outreach, and clearer communication on sea level rise and adaptation pathways. One submitter noted: "This could be a very good opportunity to start conversations within communities about climate change as a whole. Signage in vulnerable coastal areas explaining how sea level rise occurs and what people can do about it could be a good way to get this going, potentially with wider community outreach and education for those most impacted."	Noted. Passed this feedback on to the climate adaptation team.
Concerns about prioritising nature over people	Some respondents worried that "nature-first" might be interpreted as prioritising ecological values above community needs, including private property and access. They want to see balance and explicit recognition of human needs. Comments included: "The city is for people as well. We shouldn't value nature above the wellbeing of people in areas that people live," and "I don't support a nature-first approach, I support a people-first approach with a healthy integration of nature to allow all people to enjoy nature including 4WDs and motorcycles."	Noted.
Evidence and data concerns	A number of submissions questioned the scientific basis for certain claims in the plan (e.g., wildfire risk, sea level rise impacts) or requested clearer data to justify adaptation measures. Examples included: "Climate change? Where is the evidence for this?"; "What evidence do you have to support increased wildfire risk in Wellington?"; "Where is the evidence for sea level rise since recorded history?"; and "Change is constant — how will you stop the sea?"	Noted. The plan has been updated to improve clarity on sources.
Support for Dynamic Adaptive Pathways Planning (DAPP)	Several respondents requested a flexible, staged approach to adaptation, referencing Dynamic Adaptive Pathways Planning (DAPP). They see it as a way to avoid rigid rules and enable responsive, context-specific decisions. Comments included: "Council must adopt DAPP with clear thresholds and real-time	This is supported in the plan.

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	monitoring," and "Trigger-based planning prevents maladaptive lock-ins and allows staged investments."	
Requests for hybrid solutions	Many respondents noted that while nature-based solutions are important, built infrastructure (e.g., seawalls, breakwaters) should still be considered where necessary to protect existing assets and communities. Suggestions included: "Nature-based solutions should be used where buffers permit — but man-made defences must be available elsewhere," "If a seawall is needed, build it. Use natural approaches where it does not cause harm," and "The sea and other natural forces will win over most hard infrastructure. However, I agree that in a few places, there will be a need for a combination of withdrawal (coastal housing) and hard infrastructure (limited number of seawalls)."	Noted. This is supported in the plan.
Cost and prioritisation concerns	Some respondents expressed concern about the financial implications of resilience measures, wanting to ensure that costs are proportionate and that resources are not diverted from more urgent infrastructure needs. Comments included: "Don't spend all our money on this" and "Sounds fine, but don't over-prioritise over other needs."	Noted.
Praise for community-led preparedness and adaptation	A few submissions positively acknowledged community resilience initiatives already in place, like local disaster groups and resident-led dune planting, and wanted these supported and built on. One submitter noted: "The south coast is already bearing the brunt of climate change/sea level rise. The council seem to be working well with communities such as Ōwhiro Bay Residents' Association re emergency preparedness etc. Difficult conversations need to be had about managed retreat as access to some areas/homes may be lost in the future. I agree with the dune restoration work, and would like to see this increase where practicable."	Noted.
Local material reuse for resilience	One suggestion was to reuse spoil or rock from local slips to reinforce nearby foreshore (e.g., Breaker Bay) rather than dumping it.	Noted. Officers will work with Breaker Bay community to explore this option.
Emergency management and disaster readiness	Some submitters called for stronger integration of emergency management into coastal planning, including evacuation routes, emergency access points, and coordination with Civil Defence. Comments included: "We need clear evacuation planning for coastal areas at tsunami risk," and "Emergency vehicle access must be maintained even if the road is damaged."	Noted. Emergency planning is managed in a separate plan.
Wildfire risk and vegetation management	A few submissions raised the risk of wildfires, particularly with hotter, drier conditions projected under climate change. Concerns included impacts on communities, wildlife, and infrastructure. One submitter noted: "Wildfire risk is increasing — we need to plan vegetation management now, not after a fire.	Noted. The plan includes policies about wildfires.

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Ngā Rāngai Whakahaere -Sectors Comments

This section summarises feedback received on specific coastal sectors identified in the draft plan. Respondents were invited to select any sectors they wished to comment on and provide detailed, open-ended feedback.

Te Kopahou & coastal route

Themes	Comment s	Response
General support for the area's values and management direction	Many submitters expressed strong support for the values and management approach outlined in the draft plan, recognising the cultural, ecological, and recreational significance of Te Kopahou. Comments highlighted the area's unique wilderness character and importance to both locals and visitors.	Noted.
Education, interpretation, and storytelling	Desire for richer cultural, ecological and geological story telling. Suggestions included: protecting coastal karaka as evidence of early Māori cultivation; caring for the WWII memorial; retaining a portion of the quarry face to tell the story of early industry and the first surveyed road; installing interpretation on seal behaviour and seasonal haul-outs; explaining quarry-face fault lines and landscape formation; and using the area as an outdoor classroom for visitors, schools and community groups. -	Noted. The section has been amended to reference the Fault line, the plan support Karaka tree management and further work on interpretation and storytelling is being considered as part of the cultural restoration project. Further policy and actions have been incorporated about defence structures.

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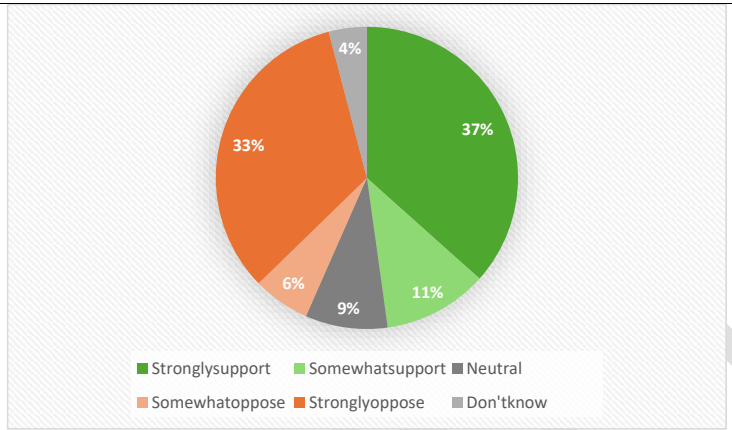
Key issue: Do you support a new approach to 4WD access at Te Kopahou, including closing gate access at night and future planning for a permit-based system?"		
Keep the coast open to all 4WD users	Opponents of tighter restrictions viewed the coast as an important recreation area for responsible 4WD users and sought education and targeted enforcement rather than broad limits. Many saw coastal driving as a distinctive Wellington activity that helps families access the outdoors.	Noted. This plan seeks to strike a balance between ongoing 4WD recreation, other uses of the area and environmental protections.
Keep the road open for Fishing and kai gathering	Vehicle access was described as important for reaching traditional fishing and diving spots. Some feared that tighter restrictions would effectively remove access to those places and reduce safety for divers carrying gear.	As above.
Keep access open for people with limited mobility.	Vehicle access was seen as enabling participation by people with disabilities or limited mobility who cannot cover long distances on foot or by bike.	As above.
4WD vehicle contribute positive to the area,	Submitters noted contributions from 4WD clubs to predator trapping, beach clean-ups and other stewardship activities, asking the Council to collaborate with active user groups rather than focus only on restrictions.	As above.
Don't punish based on a few bad drivers.	Frustration that proposed changes might punish compliant users for the behaviour of a minority. Preference for enforcing existing rules against offenders.	As above.

Support for stronger restrictions on 4WD access to protect wildlife	Supporters of tighter controls cited ecological impacts from irresponsible driving and disturbance to wildlife. Concerns included dune erosion beyond Devil's Gate, disturbance to seals and nesting birds, and incompatibility with aspirations to restore kiwi and other species.	As above.
Safety and antisocial behaviour concerns	Reports of unsafe driving, hooning, unmanaged camping, poaching and dumping, particularly at night, were raised by multiple submitters.	As above.
Improving amenity for walkers	Concerns about conflict between vehicles and pedestrians/cyclists and requests for a safer experience. Some felt that it was not nice to walk on the same path as vehicles. Some supported separated routes or a shared-use trail with clear rules; others noted the cliff-to-road pinch points leave little room for an additional walkway.	Unfortunately, due to the space between the cliff and the road, and the instability of the cliff, there is no safe and affordable option to provide a separate path.
Divided on a permit-based 4WD system	Some were open to a managed permit system as a compromise that could protect the environment while maintaining traditional use, provided it is fair, affordable and easy to obtain. Others considered permits an unnecessary barrier or a cost to locals.	Noted. The plan retains the idea to pursue a permit based system in the medium term
Mixed feedback on night-time closures	Supporters felt night closures could deter antisocial behaviour, illegal dumping and wildlife disturbance. Opponents said it would disadvantage legitimate night users such as fishers and preferred more ranger patrols.	Noted. The plan retains nighttime closures.
Public holiday closures — mixed feedback	Supporters believed public-holiday closures would ease pressure and provide opportunities for walkers and cyclists. Opponents said holidays are when families most visit.	Noted. The amended plan has suggested closing half the public holidays.
Letting the road recede naturally	Some supported allowing the coastal road to retreat naturally rather than investing in defences that may fail. Others worried about closure by neglect and asked for clear communication on which sections remain usable and future expectations.	Noted. The proposal to enable the road receded natural has been kept in the plan, with the exception of clearing some slips.
Objections to classifying the coastal road reserve.	Many submissions opposed the action around reclassifying the coastal road as a reserve as it would restrict vehicle access.	The plan has been amended to remove the action.
Physical and route-based 4WD management	Submission raised ideas about further physical barriers. Suggestions to designate specific 4WD routes to minimise damage, keep vehicles to marked tracks, and fence off dunes and sensitive habitats. Options included gates at key points (e.g., Karori Stream or Devil's Gate), limiting access to permit holders, and creating shared-use zones with clear rules to reduce conflict.	The plan added a policy and action around placing physical barriers.
Some noted that other users like dirt bikes and	Requests to manage motorbikes and e-bikes where they contribute to track damage or safety issues, alongside vehicle and pedestrian management.	The plan has been amended to mention motorbikes.

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walker also need to be manage		
Signage, enforcement, and partnerships	Calls for clearer signage, more ranger presence, and better communication of access rules. Requests included road-user awareness for walkers en-route to the seal colony, wildlife messaging (e.g., dog behaviour around penguins and seals), and consistent information via signs, maps and websites.	Noted. The plan includes actions around signage. Increased council presence could be an outcome of an action around an iwi ranger as well as supporting animal control in wildlife sensitive areas.
Support for coastal biodiversity	General support for stronger protection of ecosystems across Te Kopahou and active protection of seal haul-outs through signage, barriers and enforcement. Some requests for stronger measures to protect and restore native species along the coastal edge, including penguins, seabirds and intertidal ecosystems. Some noted nesting sites adjacent to tracks that require protection measures.	Noted. The plan intends to support coastal biodiversity.
Recreation hubs and amenities	Suggestions for small shelters, picnic spots and rest areas to improve the experience for walkers, cyclists and fishers.	Noted. Provision of amenities is generally not supported in this area and instead aims to protect the natural landscape experience.
Walking and cycling network – support for expansion	Broad support for extending the track network, including a connection from the coast to Karori and the proposed Mākara to Ōwhiro Bay walkway, as part of a wider historic coastal route vision..	Noted. See below.
Walking and cycling network – concerns and opposition	A landowner questioned feasibility about the proposed Mākara to Ōwhiro Bay walkway as it went across their private farmland, and felt additional access was unnecessary.	The plan was amended to not include this track at this stage to respect the landowners comments.
Wildlife refuge zones and seasonal protection	A proposals to formalise wildlife refuge zones and apply temporary protection such as seasonal fencing around breeding areas. Education and interpretation on seal behaviour and seasonal sensitivities were also encouraged.	The plan proposed futher working around this area as part of the cultural interpretation project.
Pest animal control	Concerns about impacts from deer, goats and pigs on regeneration, with requests for targeted control. Some raised Portuguese millipedes and recommended management to reduce ecological impacts.	Noted. The plan was amended to include a policy around working with land owners about deer and goats.
Partnership-led ecological recovery	Suggestions to partner with mana whenua and conservation groups to progress restoration and community education.	Noted. The plan intends this to happen.
Dog impacts on wildlife	Many submitters raised issues with dogs not on leash. Reports of wildlife disturbance from uncontrolled dogs, including incidents involving seals and seabirds.	Noted. The plan includes measures to look at how we can improve dog control management

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Stream connectivity and fish passage	A suggestion was made to improve fish passage in local streams (e.g., fish ladders) to support native species in catchments behind Te Kopahou.	Noted. This is supported in the plan.
Te Kopahou baches – heritage and cultural value and caretakers.	Baches were described as part of the coast's history with long family connections. Leaseholders presented themselves as active caretakers who observe and report issues along the coast.	Noted.
Bach access concerns	Concern that vehicle restrictions would limit bach access: "The baches are not accessible by foot for elderly or those with gear – they are effectively locked away from use without 4WD access."	Noted. The plan enables bach owners to access the gate at anytime.
Bach lease security and residency	Requests for lease certainty so families can continue caring for baches, including recognition that some occupants reside there permanently.	Noted. Bach owners are not meant to occupy the area permanently as per there lease agreement.
Mixed views on Book-a-Bach proposal –	Supporters favoured limited public use of vacated baches for accommodation or wānanga to share the area's history. Opponents viewed this as commercialisation inconsistent with the place and stressed that the buildings belong to long-standing families, not for commercial use.	Noted. The plan has been amended to remove this policy.
Fire risk and preparedness	Concerns about fire during dry periods, with links to unsafe camper behaviour. Suggestions included seasonal restrictions during peak risk and a stronger presence from emergency services, including involvement from Fire and Emergency New Zealand.	Noted. This plan includes action around fire safety in the area.
Freedom camping – concerns	Concerns about unmanaged camping and associated hygiene issues, including lack of toilets and improper waste disposal.	Noted. This plan still supports freedom camping here as one of two freedom camping sites in Wellington.

Taputeranga | Southern Bays

Themes	Comment s	Response
Strong opposition to the remove of the Bait House as a – Education and Environmental Learning	Submitters strongly opposed removing the Bait House, describing it as a region-significant, hands-on hub for marine and climate education that serves children and adults. They linked its programmes to broader climate literacy and stressed that it fills a role not available elsewhere in the region. The clear preference was to retain and grow its educational function rather than reduce it.	Noted. The action has been amended to explicitly support collaboration with the marine education centre.
Bait House – Iconic Local Identity	Submitters described the Bait House as an irreplaceable part of Island Bay's character and history—an iconic, community-defining landmark whose loss would be significant. They highlighted its 1940s construction by returned servicemen and local tradespeople and its close	Noted. As above.

	association with the suburb's fishing heritage. It is valued as a tangible link to the past, and many asked that it be recognised and treated consistently with other heritage buildings through protection and interpretation.	
Bait House – Suggested Alternative Approaches	Many submitters preferred adapting rather than removing the Bait House. Suggested options included earthquake strengthening, relocating to a nearby site if coastal risks require it, community-trust or lease management, and developing the facility as an eco-tourism and education hub. Overall, people wanted the asset retained and improved rather than lost.	Noted. As above.
Mixed support about restoring naming – Te Māpunga Park (Shorland Park)	Strong support for restoring the name Te Māpunga, linked to the black shag and seasonal fishing signals, as a culturally meaningful name that deepens connection to place. Some opposed changing existing names due to long ties to the Shorland family and local heritage, emphasising the community familiarity and identity associated with "Shorland."	Noted. Defer decision and do more consultation.
Place Naming – Uruhau Reserve (Melbourne Road Reserve)	Support for recognising Uruhau Pā to reveal lesser-known local history and bring Māori narratives to the foreground through naming and interpretation.	Noted. Continue with name change.
Place Naming – Haewai Reserve (View Road Park)	Broad support to rename View Road Park to Haewai Reserve to honour the original kāinga and strengthen Houghton Bay's cultural narrative. Some proposed that other parks in Houghton Bay should be Haewai Reserve. Many asked for interpretation and pronunciation support so meanings are understood and respected.	Noted. Suggest deferring decision so can work with the community further on Houghton Bay name proposals.
Naming – Interpretation and Storytelling	Strong support for interpretive signage and pronunciation guidance so residents can understand, use, and respect Māori place names.	Noted. This is supported in the plan.
Ecological Restoration – Dune Protection	Existing restoration at Island Bay, Houghton Bay, and Princess Bay was praised, with calls to extend protection to other vulnerable sites. Submitters favoured planting, fencing of fragile areas, and angled accessways over hard seawalls.	Noted. This is supported in the plan.
Taputeranga Marine Reserve Protection	Widely regarded as a regionally unique, "world-class" asset with major ecological, educational, and recreational value. Strong support to protect and enhance understanding through collaboration with mana whenua, local schools, dive clubs, and conservation groups.	Noted. This will be also be added to the map.
Ōwhiro Bay – Wetland and Stream	Concerns about sedimentation, illegal dumping, and stormwater pollution affecting the stream, wetland, and estuary. Strong support for fish ladders to improve native fish passage, riparian planting for bank stability, and estuary restoration to lift water quality and habitat.	Noted. This is supported in the plan.
Houghton Bay – Contamination	Submitters expressed strong concern about leachate from the former landfill entering the marine environment and degrading water quality. Many linked this to climate resilience, noting that sea-level rise and storm events could worsen contamination risks and accelerate impacts if not addressed promptly.	Noted. There is policy in the plan that supports addressing this. However, it mostly sits outside the scope of the plan.

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Sirens Rocks – Seawall and Erosion	Concerns were raised about the poor condition of the carpark and the limited effectiveness of the existing seawall, with reports of rapid erosion and a preference for more durable, nature-based approaches.	Noted. An action has been added about planting near this seawall and an action exists about addressing erosion here.
Wildlife Protection – Penguins	Repeated reports described dogs chasing or disturbing penguins at Houghton Bay, Island Bay and along the Parade. Submitters asked for expanded signage at nesting areas (including Sirens Rocks), stronger public awareness, and more consistent enforcement of dog-control rules near sensitive habitats.	Noted. An additional action has been added to look at dog signage in these areas.
Weed and Pest Control	Submitters supported ongoing weed and pest animal control, particularly at Te Raekaihau Point. Local community-led trials received praise for their results, with respondents encouraging Council to expand and resource similar initiatives across the coast.	Noted.
Managed Retreat and Long-Term Planning	Many submitters opposed short-term, reactive fixes at high-energy shorelines and called for a proactive adaptation approach, including nature-led retreat where necessary and a long-horizon plan that realistically accounts for sea-level rise.	Noted. This is supported in the plan.
Access – Walking and Cycling	Submitters sought better links between key reserves and clearer wayfinding. Shorland Park was frequently mentioned as a logical trailhead for the City to Sea Walkway, and many found current track signage inadequate or hard to locate.	Noted. This is supported in the plan.
Facilities – Island Bay and Princess Bay	Many asked for upgraded amenities to reflect heavy use, including robust toilets, showers and changing areas designed to cope with shifting sands and storm events. Year-round use was highlighted, with calls for facilities to remain open and maintained through winter.	Noted. There is an action in the plan to look at the Island Bay Beach toilets. In addition extending opening hours has been passed on to the correct team.
Storm impacts	Multiple bays experience repeated storm damage. Submitters questioned the effectiveness of ongoing hard-engineering fixes and called for approaches that work with natural processes. Specific concerns included erosion affecting the Sirens Rocks carpark and seawall, sand loss at Princess Bay, and exposure around Ōwhiro Bay's road and stream mouth.	Noted. This is supported I the plan.
Boat ramps	Island Bay and Ōwhiro Bay ramps were described as essential community infrastructure. Submitters asked for ongoing maintenance and improvements that also support small craft and recreational users, not only commercial operations.	Noted. This is supported.
Local History and Heritage – Island Bay Identity	Island Bay's identity was framed around its coastal heritage, with anchors including the Bait House, Shorland Park, the reef and fishing traditions. There was broad support for telling both Māori and European histories. A submitter talked about Hermit Cave and the story behind that..	Noted. This is supported in the plan. It has been amended to tell the story of the Hermit Cave.

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Oku Street Reserve is special	Recognised as a small but ecologically and culturally valuable space for quiet reflection and habitat within the Southern Bays network. Submitters noted the risk of its values being overlooked without formal recognition.	Noted. An action was added about Oku Street Reserve and working with the community there.
Ōwhiro Bay – resilience focus	Persistent flooding and storm damage were highlighted as long-standing issues, with concern for roads, properties and public spaces under sea-level rise and extreme weather. Submitters called for long-term adaptation planning and nature-based solutions rather than repeated repairs.	Noted. The plan propose some work in Ōwhiro Bay and recommends reviewing resilience solutions there as part of the climate adaptation project.

Hue te Para | Lyall Bay

Themes	Comment s	Response
Protection and Restoration of Lyall Bay Dunes	Strong support for dune protection and restoration, recognising their role in coastal stability, storm protection, and habitat creation. Some questioned current methods, with wind/kite surfers describing the rope-and-pole fencing as hazardous and proposing alternatives like lower posts or boardwalks.	Noted.. The plan includes actions around dunes and working with the windsurf community around this.
Opposition to land sale for airport expansion	Some submissions strongly opposed selling foreshore and back dunes at the eastern end to the airport, citing resilience concerns: "I strongly oppose selling the foreshore and back dunes at the east end of Lyall Bay to the airport company. These areas are important for the resilience of the beach and the land behind it	Noted.
Realignment of the road	Some submissions proposed shifting sections of Lyall Parade inland to create additional space for dune growth and a more natural coastal profile, particularly at surfers corner. This approach was seen as a long-term adaptation measure to improve the bay's resilience against storm surges, sea-level rise, and erosion. Supporters raised the bigger the dunes the wider the beach for recreational use.	Noted.
Opposition to Airport expansion	Others extended opposition to any further airport expansion into the bay, warning of potential surf quality impacts, wildlife disturbance, and loss of public space: "Airport expansion into the bay would destroy the surf we love and the habitat we're trying to protect."	Noted.
Support for Windsurfing and Kitesurfing	Requests for key wind-sport launch areas (e.g., Dorrie Leslie Park) to be mapped and designed to support this recreation. Concerns that dune protection measures could damage equipment and endanger users: "Treatment of the dune protection at the western end needs careful assessment with kitesurfers and windsurfers to come up with a solution that is resilient, achieves the protection goals and does not create safety and equipment damage risks." Submissions also noted disparity in facilities compared with surf sports: "Surf clubs are well-supported with infrastructure, while wind-powered sports lack even basic provisions."	Noted. The plan has been amended to recognise these spaces.

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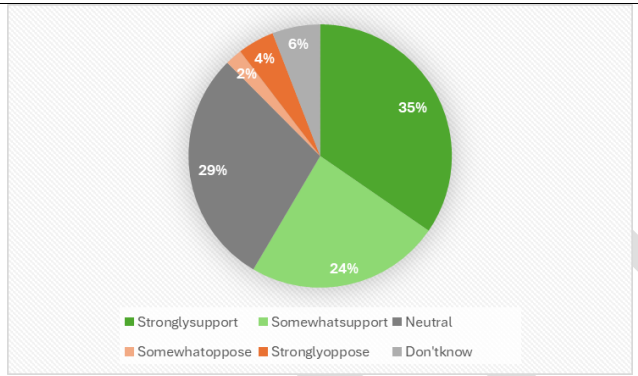
Key surveyed question :A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site.		Noted.
Ex-Maranui Depot Site	Seen as a significant opportunity for environmental restoration and recreation. One submission cautioned about its history as a "toxic dumping ground" with unstable cliffs and high remediation costs, questioning large-scale development feasibility. Another comment was supportive of restoration: "It would be very positive to have the ex Maranui Depot site restored for environmental and recreational purposes."	Noted. This action is retained.
Enhancing Recreation Facilities and Amenities	Calls for more toilets, particularly at the eastern end near "The Corner" break. Rubbish bins were described as "not big enough" and "overflowing by the end of the day" on sunny weekends, with requests for larger, seagull-proof bins. Suggestions for improved pedestrian and cycling access along Lyall Bay Parade, such as widened footpaths or pedestrian-priority slow zones.	Noted. This proposal is supported and an action has been added to the plan to say we will continue this work.
Dog Management at Lyall Bay	Requests for clearer dog access rules and better signage, including sand markers. One submitter wanted the airport end closed to dogs due to wildlife impacts: "I would like to see the airport end of Lyall Bay closed to dogs. Many dog walkers ignore the temporary signage which goes up at nesting times… it drives me mad seeing other owners walking in the no-dog areas."	Noted. An action has been added to review kororā signage.
Surfing and Surf Lifesaving	Lyall Bay recognised as a premier surfing venue needing protection for its surf breaks. Strong support for the Lyall Bay Surf Lifesaving Club as a vital community safety service.	The plan has been amended to talk about the history of surfing and the policy around the importance of surfing. It will also be added to the maps.

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Wellington Airport's Role	The airport emphasised operational and safety needs, with its seawall protecting both airport and civic infrastructure. They expressed willingness to work with WCC: "the Airport's key role is to ensure that aircraft can operate safely… Functional, technical, operational and safety related constraints often influence the location of critical infrastructure which needs to be recognised." Some key concerns raised include: • Restrict public access: WIAL believes the area between Moa Point Road and the southern seawall (from Moa Point Beach to the Lyall Bay Breakwater) is unsuitable for unhindered public access due to serious safety risks due to severe aircraft jet blast, airborne objects, extreme sea conditions (waves pushing cars off the breakwater), and the instability of the large rocks. Following the reconstruction of the southern seawall, WIAL will likely seek to have the reserve status of this area revoked to prohibit public access. • Warning signage: WIAL wants the draft plan to reinstate a previous policy (from the 2002 South Coast Management Plan) that called for signs warning of aircraft hazards in the area near the airport. • Bird strike risk: WIAL notes a potential conflict between wildlife restoration and operational safety. While supporting the protection of threatened species such as pohowera at Moa Point, the airport is required to actively discourage hazardous avian species that increase bird strike risk. They encourage Council to work collaboratively, particularly in habitat restoration projects near the airport, to ensure both conservation and aviation safety objectives are met.	Noted. Added policy in the plan to enable safety signs and protection of the area at the end of the airport. for airport operations. Added commentary around birdstrikes.
Protection of Pohowera (Banded Dotterel) Nesting Sites	MIRO highlighted that pohowera, like kororā, are in decline and require urgent protection. They have successfully increased nest success rates at other coastal sites from 3% to over 50% through predator control, fencing, rāhui, signage, habitat management, and public engagement. At Wellington Airport in 2024–25, 8 nests produced 3 fledglings, with cats identified as the main predator. Human disturbance, such as plane spotters near nests, was also a threat. "The threat of human and introduced predators must be mitigated using similar methods developed over the last 10 years." They called for recognition in this plan. In contrast WIAL provides specific feedback on a statement in the draft plan regarding seabird breeding habitats, clarifying that the southern end of the airport foreshore supports only a small number of banded dotterel pairs, not 'several threatened species as the plan states.	Noted the plan has added a policy around working with MIRO and the Airport to protect the dotterels.
Public Safety and Erosion at Airport End	Concern that the airport seawall has worsened erosion further down the beach. "The airport wall has made erosion worse down the beach — it needs a rethink, not just patch-up jobs." Suggestions included trialling softer engineering or nature-based buffers next to the seawall to reduce reflected wave energy and downstream erosion. WIAL noted support for the general idea of using nature-based solutions for coastal protection, but also state that these are "impractical" in areas adjacent to the airport, where hard protection structures (seawalls) are necessary.	Noted. We will continue to work with the Airport.

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Recreation Conflicts at Airport End	Multiple activities crammed into the same space, creating risks for both people and wildlife. "Too many activities are crammed into the airport end — it's unsafe for both people and wildlife."	Noted. It is a popular destination.
Stormwater and Runoff Impacts	Concerns about poor stormwater quality and flood risk at the eastern end of Lyall Bay, with calls for urgent action to improve stormwater management before it reaches the beach. "After heavy rain the water at the eastern end is filthy — we need better stormwater treatment before it hits the beach." The KRL submission stressed that stormwater drains into Lyall Bay, Evans Bay, and Moa Point are increasingly at risk from sand movement, debris, and rising sea levels, leading to surface flooding in Kilbirnie, Lyall Bay, and Rongotai. They described the draft plan's current long-term timeframe for addressing this as "reckless and unacceptable," urging a short-term priority to audit outlets, develop proactive clearance schedules, install real-time monitoring, improve outlet design, and integrate these measures with climate adaptation planning.	Noted. There is actions in the plan around stormwater considerations at Lyall Bay.
Maranui Surf Life Saving Club Lease	The club requested a review of its ground lease, seeking a structure that reflects significant member investment in the building.	Noted. This has been passed on to the Lease team. For consideration.

Rangitatau | Moa Point to Breaker Bay

Themes	Comments	Response
Key Issue: Penguin Protection at Rangitatau	Strong support for creating a penguin protection area to safeguard kororā (little penguins) from threats such as dogs, habitat loss, and development. Many supported a dedicated sanctuary from Rangitatau to Wahine Reserve: "I support establishing the coastal stretch from Rangitatau to Wahine Reserve as a dedicated kōrora (little penguin) sanctuary."	Noted. This is retained

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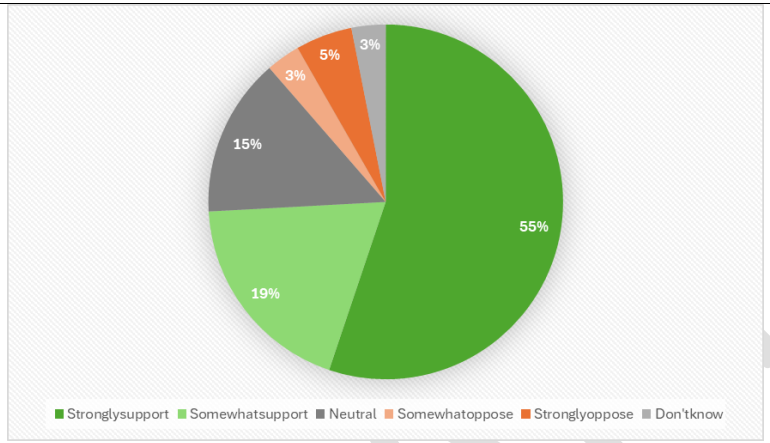
Key issue- survey question - Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development.		Noted.
Erosion and Climate Resilience at Moa Point and Breaker Bay	One long-term Breaker Bay resident shared frustration about restrictions on placing soil to support dune restoration: "Without soil they will die… The nature-based solutions to climate resilience sadly will not work… We want to build up the surface where it is low lying so we can restore coastal vegetation to support climate change resilience." They requested streamlined planning permissions to enable local action.	Noted. The plan includes an action to work on erosion management solutions here.
Ōruaiti Reserve – Heritage, Access, and Management	Submitters emphasised the pā site's cultural value and noted poor presentation/maintenance. One submission request that the lands tatus be clarified (part WCC; part co-managed with Port Nicholson Block Settlement Trust, PNBST). Requests included removing coastal macrocarpas due to fire/ecological risks and strengthening dog controls to protect birds.	Noted. An action has been added to review the Level of service at Oruaiti. In addition land status ownership has been added to the classification tables.
Public Amenities and Infrastructure Gaps	Repeated concerns about the absence of public toilets near the boat ramp, dog park and play area; requests for additional rubbish bins at the Tarakena boat ramp and dedicated receptacles for fishers' waste.	The plan includes an action for a public toilet in this sector. And for a landscape plan to look at some of these other elements.

Moa Point Dog Pound Proposal	Submitters expressed mixed views about the dog pound, with some supporting its transformation into a use that positively contributes to the coastal environment, and others questioning whether relocation is necessary given the potential cost and the risk of creating noise issues for a different neighbourhood.	The action is retained.
Tracks, Access, and Recreation	Many people supported maintaining and formalising the walking route between Breaker Bay and Moa Point to improve access and reduce trampling of sensitive vegetation. Several requested a raised or boardwalk section in places and the rationalisation of multiple informal paths.	The action is retained.
Marine Habitat and Diving	Submitters reported concerns about reduced crayfish numbers, overfishing, and illegal take in the area, and they asked for clearer signage on legal limits and a stronger fisheries presence.	Noted. This is out of scope of this plan.
Fire Risk Management	There is concern that bonfires and fireworks on or below the escarpment present a significant wildfire risk during dry periods.	Noted.
Signage and Materials	Submitters asked Council to specify longer-lasting, corrosion-resistant materials for coastal infrastructure and signage so assets better withstand marine exposure and require less frequent replacement.	Noted. This can be considered in design guidance for signage review.
Development and Coastal Risk	Many people asked Council to place stronger limits on new development in highly exposed coastal locations and to plan proactively for sea-level rise and storm surges rather than approving buildings that will quickly face hazard pressures.	Noted. This is out of scope of this plan.
Tarakena Boat Ramp	Wellington International Airport Limited advised that the ramp is maintained primarily for emergency and airport operational access, to a standard appropriate for that purpose, even though it is also used by the public.	Noted.

Te Whanga Rāwhiti | Eastern Bays

Themes	Comment s	Response
General support for the Eastern Bays sector approach	Submitters broadly supported the proposed approach for the Eastern Bays, noting that it strikes an appropriate balance between recreation, nature, and culture and shows care for both the history and future of this coastline.	Retain the balanced approach
Scorching Bay – Play area, toilet upgrade and pontoon	Scorching Bay was widely praised as an important, family-friendly swimming and gathering place. Submitters strongly supported upgrading amenities, including replacing the public toilet and improving the play area, and some requested a seasonal swimming pontoon.	Noted. An action has been added to look at adding a swimming pontoon.

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Karaka Bay – Access and basic facilities	Many submitters supported improving access to Karaka Bay, calling for universal-design paths, safer pedestrian connections, and clearer wayfinding. They also asked for basic facilities such as toilets and rubbish bins to support safe and accessible beach use.	Noted. The plan includes a landscape plan to look at improving amenity here.
Walking track connection – Scorching Bay to Mātai Moana	The proposed walking connection between Scorching Bay and Mātai Moana was welcomed as a valuable way to improve connectivity and everyday recreation opportunities.	Noted. This action is retained.
Dune and penguin protection – Worser Bay and Seatoun	Submitters emphasised the need to protect dunes and kororā (little penguin) habitat from disturbance, particularly from off-leash dogs, and asked for clear signage and consistent enforcement. At Worser Bay there was strong support for dune restoration, especially replacing marram grass with native pīngao and spinifex.	Noted. This is supported in the plan.
Sand drift mitigation – Seatoun Beach	Many submitters supported native planting at Seatoun Beach to reduce seasonal sand drift onto the road and to stabilise the foreshore.	Noted. This action is retained.
Heritage interpretation	There was strong support for recognising sites such as Whetu Kairangi Pā, Te Puna a Tara, and Kākāriki-Hūtia Pā through compelling, visible interpretation that engages children, visitors, and residents.	Noted. This is supported in the plan.
Restoring Māori place names	Submitters were divided on renaming parks and places. Many supported restoring names such as Karaka Onehunga Park and Kākāriki-Hūtia Park for their cultural and historical value, while others were concerned about changing long-used names as confusing and unnecessary.	Noted. The plan proposes continuing with these name changes.
Churchill Park boat sheds – mixed views	Opinions were split on phasing out private boatsheds. Some saw removal as a way to improve public access and equity, while others emphasised long-standing family use and that there was no reason to remove, that they provided shelter for the park.	Noted. The wording is changed around the proposal to support public benefits.
Shared facility cluster – Worser Bay Surf and Yacht Clubs	The proposal to support collaboration around boating facilities at Worser Bay was generally supported.	Noted.
Alternative transport and traffic issues	Submitters raised recurring issues with traffic congestion and parking at popular beaches and called for safer pedestrian routes, better cycling connections, and stronger public transport links.	Noted.
Increased coastal access	Some submitters asked for a wider programme to improve public access to the water across the Eastern Bays, including additional paths, carparking, safe crossing points, and continuous walking and cycling connections beyond the specific sites in the draft plan.	Noted. This is supported in the plan through the landscape planning, public transport policy and

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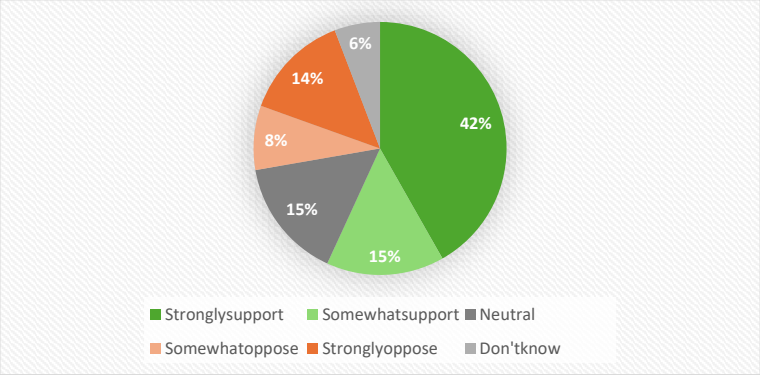
		accessible car parking review..
Beaches protected	A number of submissions emphasised that popular beaches should not be overdeveloped and that natural character and ecological values must be protected alongside recreation.	Noted. This is supported in the plan.
Seatoun wharf and boat ramp	A small number of submissions mentioned upgrading the Seatoun wharf and boat ramp to improve functionality, safety, the use by the East-West Ferry and accessibility for users.	Noted. The Seatoun Wharf has just recently been upgraded.

Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd

Themes	Comment s	Response
Survey question – do you support: **Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections.**		Noted.
Key issue: Full or partial road closure /redesign	The most prevalent and debated topic in this sector. Most submitters supported transitioning Massey Road and Shelly Bay Road into a dedicated recreation zone, with strong calls for full closure to private vehicles on weekends or public holidays. Supporters highlighted safety for walkers, cyclists, and children ("Full closure of Massey Road to vehicles would be a bold step towards achieving these goals"), the recreational potential ("Big supporter of Massey Road becoming one way with more running, biking, walking focus!"), alignment with climate goals, and better	Retain action

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	accessibility without needing a car ("It currently feels like you need a car to get here"). Some also linked closure to protecting penguins and other wildlife. Other suggested traffic calming.	
Timed closures and gate proposal	Several submissions supported installing gates to allow timed road closures, such as on weekends, evenings, or public holidays. This was seen as a practical, flexible approach to improve safety, reduce hooning, protect wildlife, and create a safer recreation corridor, while still allowing essential access. Submitters encouraged an incremental approach ("As this is a complex project, we encourage the implementation of a transitional approach to infrastructure implementation enabling some progress to be made sooner") and noted that gates could be an effective tool ("Gates could allow flexible closure while maintaining essential access").	Retain action
Opposition to change to the road	A number of submitters opposed closure or significant traffic restriction, citing potential congestion impacts and the value of the road for vehicle access around the harbour. Some expressed concern that a one-way system could cause "unintended downstream congestion impacts" for vehicles returning to their starting point. Others emphasised its long-standing role for drivers ("I do not support the idea – it's well suited to light traffic and has been used as a start to many a young driver's journey to a full licence").	Noted
Access for Diving	Others submitters raised we need to keep access for diving or consider access for divers tot his part of the coast if there is timed closures.	Noted. Dive spot recognition has been added to the plan.
Strong support for G4 Carters Park MTB trail	Near-unanimous support for investigating a mountain bike trail from Carters Park to Shark Bay. Submitters saw it as expanding the MTB network, providing a safe, well-maintained facility, and attracting visitors. One requested close engagement with the MTB community during planning. "We are fully supportive that the G4 Carters Park trail descending to Shelly Bay is to be investigated by WCC."	Retain Action and fix typo.
Dog management	Significant concern for kororā safety, with calls to make Shelly Bay a no-dog area and to improve signage about restrictions. Submitters stressed education and enforcement. "Shelly Bay should be a no-dogs area, due to the threat to local kororā from off-leash dogs." / "Improved signage can help educate the public about penguin presence and appropriate behaviour."	Noted. An action about signage around Kororā has been added.
Marine environment	Highlighted the ecological value of Kau Point's reef and giant kelp forest, concerns about overfishing, abandoned fishing gear, and rubbish. Urged better rubbish facilities and frequent collection, especially near fishing spots. "Kau Pt reserve is important... as the reef structure for the most significant giant kelp forest across both Te Whanga Rāwhiti and Mātai Moana sectors." / "Abandoned fishing line is a major ecological concern."	Noted. The dive sight at Kau point has been added into the plan.
Toilets / showers	Requests for a public toilet in the sector and showers at Shark Bay for sea swimmers. "Any review of future toilet facilities should be integrated with future planning around the development of Mātai Moana." / "We support the addition of a toilet in this zone."	Noted. The plan proposes a new toilet for this sector.
Support for retaining the Boat ramp	Support for retaining or replacing the NIWA boat ramp at Māhanga Bay, noting its importance for divers and kayakers, especially when south coast conditions are unsuitable. "Māhanga boat ramp provides important access… we strongly encourage WCC to keep the ramp or replace it with stairs."	Noted. Current use to be considered in the investigation.

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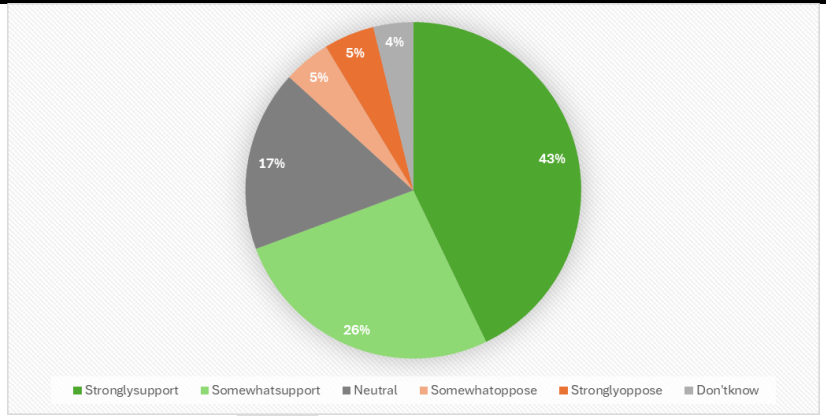
Signage	Requests for interpretive signage recognising mana whenua significance and Fort Balance. "We would like to see interpretive signage with information on the significance of the sites to mana whenua."	Noted. See 6.1.b on cultural narratives.
Freedom camping	Two opposed freedom camping due to wildlife threats, describing campers as "vagrants," and suggested directing them elsewhere. One supported it to encourage tourism. "Freedom Campers should be directed to other areas." / "Extend freedom camping to support tourism."	Noted. See Pathway 2.6.
New beach proposal	Suggestion for an artificial sandy beach at Shelly Bay, like Oriental Bay, to offset reduced swimming access from cycleway changes. "I would like to see an artificial, sand beach at Shelly Bay… similar to Oriental Bay."	Noted. Consider LoS rationale in planning.
Vague language / mapping	Concern about unclear mapping and land ownership details at Shelly Bay. "Nowhere do you show or say what the Council-owned land at Shelly Bay is or how it might link… with the other land at Shelly Bay."	Noted. Changes to mapping to be included.

Ākautangi | Cobham Dr to Point Jerningham

Themes	Comments	Response
The Survey asked asked people whether they supported - **Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access.**		Noted.
Cautious Support for an Evans Bay Marina	Many submitters supported preparing a master plan to guide Evans Bay Marina's transition to a multi-use precinct that enhances recreation access, public use, and landscape amenity. Support was typically conditional on upgrades	Noted. A masterplan is still supported.

precinct/master plan	complementing, rather than displacing, existing activities and user groups. Other were opposed and cited Council's' failure to make progress in this space.	
Need for co-design and transparency	There were strong calls for the master plan to be co-designed with tenants, clubs,, sea scouts, and other stakeholders, with concerns that decisions might otherwise be made without those most affected.	Noted. A master plan would consider existing stakeholders.
Urgency for boat ramp upgrades	Submitters asked Council to prioritise upgrades to Wellington's most-used boat ramp at Evans Bay to address congestion, safety, and operational issues.	Noted. This is supported in the plan and has been separated from the wider action for a master plan.
Greening, habitat restoration, and heritage interpretation	Many welcomed new planting, habitat restoration (especially for kororā), sustainable design features, and heritage interpretation that reflects the area's cultural and historical significance.	Noted. This is supported in the plan.
Support for a shared boating hub with diverse users	Some submitters supported creating a shared hub that serves multiple groups, provided it is designed in a way that does not erode club autonomy, secure storage, or day-to-day governance. Several noted the potential to strengthen community connections if the hub is carefully managed and trust is built over time.	Noted. The plan has been amended to recognise the collaboration work that is already happening.
Recognition of Evans Bay Yacht & Motorboat Club's heritage and already operating like a hub	Submissions emphasised the club's more than century-long contribution to training, hosting regattas, providing a community hub, and supporting a network of affiliate organisations including surf-casting, Sailability, waka ama, youth sailing, university sailing, kayaking/knee boarding, and sea scouts.	Noted. The plan has been amended to recognise this.
Concerns about displacement of the club	While improvements were generally welcomed, many submitters feared the club could be displaced or subsumed into a commercial marina model that is misaligned with a volunteer-led culture and community focus.	Noted.
Parking and access issues	The cycleway and constrained kerbside space were reported to limit trailer and vehicle access, particularly during regattas and peak events.	Noted. This would be considered in the masterplan work.

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Protection of kororā habitats	There was strong support for integrating kororā habitat protection and enhancement throughout the master plan area.	Noted. This is supported in the plan.
Marina- affordability and accessibility	The marina was widely described as one of the last affordable boating facilities and as a community asset rather than a commercial enterprise.	Noted.
Marina - Concerns about redevelopment uncertainty	The plan's reference to "reconsidering options" created anxiety that redevelopment could reduce public and club access or shift the marina toward a model that prioritises commercial outcomes over community use.	Noted.
Marina - frustration over maintenance and governance	Submitters described the marina as being in poor condition due to underinvestment and asked for regular, accountable maintenance. They also sought formal tenant representation in decision-making.	Noted. The plan supports investment in the marina.
Marina - Support for the Shearwater Plan and concerns over costs for alternative proposals.	Tenants promoted the 2018 Shearwater Plan as a cost-effective, safety-focused redevelopment that uses floating piers to address sea-level rise and operational needs. They also raised that other expensive proposals and planning work done by council were viewed as unaffordable, with calls for financially sustainable, transparent planning.	Noted. The shearwater plan can be considered amongst other options to look at in the master plan for the area. Wording was amended in the plan to reference existing work.
Impacts of the cycleway on Hataitai Beach	Loss of usable beach area was repeatedly linked to the cycleway edge and coastal dynamics, with requests for sand nourishment similar to Oriental Bay.	Noted. The project is not completed yet so it is hard to say however the plan does propose an action to investigate this in the long term.
Facilities and access at Hataitai and Balaena Bay	Submitters asked for earlier opening hours for swimmers, outdoor showers, and accessibility improvements to support high everyday use.	Noted. This is supported in the plan and has been passed on to the operations team.
Safety concerns with cycleway design	Conflicts between cyclists and pedestrians were reported, with requests for better separation and safer crossings.	Noted. This work is underway.

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Support for commercial amenities	Light, seasonal amenities were seen as enhancing recreation at Hataitai Beach and Cog Park, with cautions about over-commercialisation and site impacts.	Noted. This is supported in the plan.
Parking shortages at Balaena Bay	Limited parking was reported to constrain access, especially for families and people carrying equipment.	Noted. The plan has been amended to reference the carparking at Balaena Bay being important for recreational purposes.
Greta Point connectivity and kororā protection	Submitters asked for clearer public access and wayfinding at Greta Point alongside strong protection for kororā habitat.	Noted. This is supported in the plan.
Heritage and arts opportunities	Submitters asked Council to better recognise and interpret key maritime heritage sites—particularly the Evans Bay Patent Slip and Flying Boat Jetty—and proposed an arts trail along Cobham Drive and in this area to celebrate the area's cultural history and coastal identity.	Noted. The heritage area is protected in the plan. The plan has been amended to support public art in this sector.
Litter and stormwater pollution	People expressed concern about plastic waste accumulating along Cobham Drive and nearby beaches and called for stronger stormwater management and clearer expectations of nearby businesses to reduce litter at the source.	Noted. Addressing litter in this area is supported in the plan.

Te Rāngai o Onemutu | Oriental Bay

Themes	Comment s	Response
Proposal for no-fishing zone and other activities banned.	One detailed submission proposed a no-fishing zone between Oriental Bay Beach and Point Jerningham to address safety risks, litter, and biodiversity loss. "Lines and hooks cast across shared paths… litter left behind… congestion and safety risks… unsustainable pressure on local marine species… I would like to see stronger protections introduced, including: A formal no-fishing zone between Oriental Bay Beach and Point Jerningham." Another submitter suggested making the whole area a Marine Reserve and not allowing Yachts parking in there. - "No fishing. Removal of kina. Make it marine reserve. More rubbish cleanups. No yachts parking in there."	Noted. Fishing recreation is still supported in this sector as a valid form of recreation. Marine areas are outside WCC scope to manage

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General upkeep and maintenance	Suggestions included adding a boardwalk or more robust grass at Freyberg Beach to cope with high use, and maintaining tree lighting. "Oriental Bay is lovely but needs a little TLC here and there." Another person proposed a rubber mat or boardwalk between changing rooms and beach to protect grass and improve access; replace grass with more robust species due to high traffic. -	Noted. The plan supports high use amenity provision here.
Upgrading changing rooms, toilets, and showers	The most common theme. Facilities at Freyberg Beach were described as outdated, "not fit for purpose," and unchanged in 30+ years. Issues included weak shower pressure, poor design ("wind blows the water away"), small and unwelcoming changing rooms, and lack of lockers. Calls to prioritise upgrades given year-round high use. "At Freyberg Beach… the changing facilities and outdoor showers are not fit for purpose… should be prioritised for an upgrade." They said there is poor shower orientation to prevailing winds; drainage issues; women's changing room access blocked during cleaning; insufficient men's changing room size; lack of lockers encouraging more car use.	Noted. An action has been added to explore improving facility provision here for swimmer.
Pedestrian safety in carpark	Request for pedestrian markings in the Freyberg carpark to slow traffic where swimmers cross from pool to sea.	See above.
Consistency in place names	Request to use "Point Jerningham" consistently throughout the plan.	Noted the plan has been amended to ensure consistent wording.
Detail and deliverability of greening actions	Feedback that 8.3.c on greening/shade is too general, with no specific locations or actions. "Recommend deleting it or be more specific."	Noted.
Safety for swimmers	Proposal to designate the area from Freyberg Beach to the Lighthouse as a swimming zone, with return lighting, to avoid vessel collisions. "Fast vessels should only be operating well beyond the 200m buoys.". Other proposal were for buoys at stormwater outlets to mark hazards; installation of pontoon or return lighting to aid swimmer safety in low light.	Noted this is outside the scope of the plan and is managed by the Harbour Master..
Support for more community events	Desire for more events along the promenade, e.g., food markets, eco/biodiversity events.	Noted this is generally supported in the plan.
Tug Boat	A submission suggested removing the tug boat for reinstatement of sea swimming zone or underwater sculpture park which could be a unique experience that highlights the city's natural wonder and showcases artificial habitats	Noted. An action has been added to investigate the future of the tugboat..

Do you have any other feedback?

Submitters were also invited to provide additional general comments and to give feedback on Attachment A (Rules) and Attachment B (Proposed name changes). Name change feedback is summarised under the relevant sector sections. Where general or other comments related

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clearly to a specific value or section, they have been incorporated there. The tables below present themes that were not easily coded into a specific value or section and feedback on the rules section

Appendix A: Rules for use and development of parks and reserves

Themes	Comment s	Response
Support for integrated rules framework (Appendix A)	Submitters supported creating a single, integrated set of rules to govern use and development across all reserves so expectations are clear, consistent, and easy to apply.	Noted. This approach is planning to be retained.
Clarity on forestry rule wording	Concern was raised that marking "Forestry/plantations (non-native species, production) – Prohibited" could be misread as implying native forestry for harvest might be allowed by default.	Noted. The text has been amended to clarify.
Avoid duplication of existing bylaws	One submitter agreed with most of the rule but objected to the exception language, noting it duplicates the Wellington Regional Navigation Safety Bylaws 2021 and other regional controls and could add unnecessary compliance overhead.	Noted. The wording has been amended to include reference to the Bylaw.
Consistency of track rules & environmental protection	A submitter questioned why new track construction is "Restricted" while upgrades are "Managed," citing risks of incremental degradation and asking for alignment with District Plan coastal provisions.	Noted. The construction of a new track is more impactful than maintenance and therefore requires more consideration.
Support for temporary food/coffee carts	Support was expressed for continuing to allow low-impact temporary vendors that contribute to everyday recreation experiences.	Noted
Support for light-touch, values-based approach	A submitter supported clear Allowed/Prohibited categories and asked that low-impact Managed activities face minimal permit requirements, cautioning against expanding Managed/Restricted categories in ways that burden community groups.	Noted
Change activity classification	A submitter sought tighter controls on access along unformed coastal roads to protect sensitive landforms and wildlife. They suggested that vehicle access should be a managed activity	Noted. The plan has been updated to reflect this managed approach.

Other

Themes	Comment s	Response
Scope gaps and alignment with other plans	Some submissions focused on areas outside scope, while others said the plan omits WCC-managed reserves (e.g., Pipitea Reserve, Mākara Beach, Boom Rock/Ōhāriu Valley coast reserves, Te Ara Tupua). Several asked for overlap with waterfront areas (Taranaki St Wharf, Frank Kitts Park, Shed 6) to avoid inconsistency. Another proposed adding a new "Sector 9" from Oriental Bay to the Hutt boundary to recognise ecological, recreational, and historic values, including Kaiwharawhara estuary, noting limited access for northern suburbs..	Noted. Future expansion of the scope could be considered in the future. The plan has been amended to add commentary about estuaries outside of the scope of the plan.

Factual corrections, misinformation.	Submitters requested numerous factual updates (e.g., correct statutory references such as the Heritage New Zealand Pouhere Taonga Act 2014, settlement chronology, species status like tītī presence, missing assets such as the Kārori outfall, and map/spelling errors).	Noted. Several corrections have been made.
Commercial Activities – funding approach and Revenue-raising initiatives	Concerns were raised about plan costs, with suggestions to use public–private partnerships and philanthropy to reduce ratepayer burden, including potential visitor centres, education programmes, or marine sanctuary support. One submission highlighted the commercial viability of Wellington's coastal resources.. This could include tourism-based initiatives like eco-tourism experiences or nature-based events, ensuring that the costs are not fully passed on to ratepayers	Noted. The plan supports community funding for some initiatives and does not preclude these opportunities.
Inclusive and meaningful consultation	Feedback that consultation should be more accessible, with documents provided in more accessible formats. That a large document is hard to engage on. Some submitters felt the process did not reach a wide enough audience and missed key community groups. Others expressed frustration about the value of engagement, stating "What's the point of consultation if you're not going to listen to us anyway?"	Noted.
Plan review and flexibility	Some submissions called for clear review triggers, allowing new sectors/reserves to be added in response to future challenges.	Noted. Text has been added for a 3 year review period with mana whenua
Statutory and strategic context	A few submission requested stronger links to the RMA, Civil Aviation rules, and climate adaptation strategies. Concerns were raised about the statutory authority of a reserve management plan to influence road, wildlife and other aspects inside the scope of this plan. Other suggested including the relationship to district plan rules. WIAL notes that the draft plan's scope appears to overlap with other legislation, such as the Resource Management Act (RMA) and the Wildlife Act. They request clarification on how the plan will work alongside these other statutes	Noted. How the plan sits alongside other statutes and strategies has been clarified further in the plan. The document fulfils the Council's obligations to prepare a reserve management plan under s 41 of the Reserves Act 1977, but it also operates as an integrated coastal plan for WCC. It does not replace or override other legislation.

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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Tātou ki Uta – Coastal Reserves Management Plan

Copies of submissions received

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Response No: 1

Contribution ID: 36935
Member ID: 2156
Date Submitted: Aug 11, 2025, 11:15 AM

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Short Text	P G Kenward
Q2	**Suburb**
Select Box	Wellington Central
Q3	**Email**
Email	
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Neutral
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral
Q10	**Please let us know a bit more about your choice.**
Long Text	I don't think anything needs to change.
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q12	**Please let us know a bit more about your choice.**
Long Text	The more people who use our coast wisely the better. I strongly support the Island Bay MARINE EDUCATION CENTRE'S mahi and consider them essential to learning aboit marine life.
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q14	**Please let us know a bit more about your choice.**
Long Text	This is exactly what the Island Bay centre does so well.
Q15	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Strongly support better ecological management - particularly marine species.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Definitely in favour of nature based solutions.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I'm mainly concerned about Island Bay - particularly the Island Bay Marine Education Centre. I've been a very strong supporter of what they do for decades. What they achieve on a very limited budget is nothing short of astounding. When I saw that an option is to repurpose the bait house I was left wondering WHY? Leave them alone! They're not only a tourist attraction but they've educated many thousands of our Tamariki about looking after SeaLife. Climate change won't affect the Bait house for DECADES and an earthquake would have to be major to endanger such a well constructed building. Hands off the bait house.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support

water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

The Maranui Depot site was used as a dumping ground for a long time. May be full of dangerous chemicals.
Cliff unstable in parts.
Would require major expenditure to remediate the site.
Leave it alone. Rate payersmoney is better spent elsewhere - like supporting the Island Bay Marine Centre.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 2

Contribution ID: 36931
Member ID: 2156
Date Submitted: Aug 11, 2025, 10:03 AM

Q1	**Name**
Short Text	Rae Stewart
Q2	**Suburb**
Select Box	
Q3	**Email**
Email	[redacted]
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Somewhat support
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat support
Q10	**Please let us know a bit more about your choice.**
Long Text	
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat support
Q12	**Please let us know a bit more about your choice.**
Long Text	I support some of the things on the list but not all of them. Its a very wide covering list and there's no ability to agree with some of them and not others. Not a good way of obtaining valuable feedback.
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q14	**Please let us know a bit more about your choice.**
Long Text	Story telling is very important. The aquarium in Island Bay is excellent at doing this in a way, that reaches people of all ages and all ethnicities. Careful design is essential. The coast is rugged and wild - don't try to manicure it.
Q15	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text The coast is land and sea. We tend to forget about the sea part of it. Most of our focus is on land. The sea is actually just as important - education about the sea is essential. That's why the aquarium in Island Bay is worth supporting - not demolishing.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text This must be done in a sensitive way. In other places in Aotearoa the dumping of concrete and rocks to try to lessen the impact of waves has resulted in eyesores.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I love the ruggedness of the south coast. I don't want it to be ruined by insensitive "planning". Island Bay has been part of my family for many years. We like it the way it is. The WCC has not listened to what residents want. We hope this plan will make them listen. Preserve our coasts rugged ness. Don't demolish or repurpose an icon of our suburb. LEAVE THE ISLAND BAY MARINE EDUCATION CENTRE ALONE! fund them. Don't ruin it.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support

Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

The feedback form doesn't permit valuable input - the selections are too wide ranging and too many of them. Some are ambiguous. The plan overall is comprehensive and good but feedback isnt easy.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 3

Contribution ID: 36929
Member ID: 2156
Date Submitted: Aug 11, 2025, 09:48 AM

Q1	**Name**
Short Text	Carol Henson
Q2	**Suburb**
Select Box	Wellington Central
Q3	**Email**
Email	
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Somewhat support
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral
Q10	**Please let us know a bit more about your choice.**
Long Text	
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q12	**Please let us know a bit more about your choice.**
Long Text	No freedom camping on the coast.
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q14	**Please let us know a bit more about your choice.**
Long Text	Don't make the same design mistakes that have been made elsewhere - eg Kapiti Coast.
Q15	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text I don't know what sustaining the coast as a storehouse means.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Is the projected time frame for sea level rise accurate. There are studies that call this into question.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Many people are concerned to see that the Bait House's future is in danger. The education aspect of this facility is essential. The people who operate it are dedicated to educating people about our coast. They are a treasured part of our community, and we don't want to lose them.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

The plan is way too long for people to read. The summary is not valuable. Most people I've spoken to says the council won't listen anyway.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 4

Contribution ID: 36890
Member ID: 2976
Date Submitted: Aug 09, 2025, 03:10 PM

Q1 **Name**

Short Text: Mark Spiers

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:
Strengthening mana whenua presence and leadership on the coast "already exists"
Recognising treaty settlements in coastal management "settled"
Restoring traditional Māori place names and strengthening te reo Māori "no"
strongly oppose
Why is it that the most offenders under the fisheries act pillaging our food sources under the fisheries act are Māori.
We all want to preserve our natural resources.
75% of all NZers don't speak Māori neither do all visitors so preserve all current English names.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: Freedom campers need to remove all waste currently (if no toilet facilities) they poo on our beaches, stricter controls on dogs in penguin or kiwi areas the must wear muzzles. Owners' fines if they do not carry poo bags.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text Everyone must be allowed access to all coastal public areas. Currently Māori are blocking access to many areas and locking gates and building fences.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text More needs to be done to control all pest species. Not being done currently. Not targeting native species out of place ie: pohutokawa and kowhai, that support lots of native birds; tui, wood pigeon and finch and yellow hammer. Control gorse, darwins barbere, wandering willie and privit.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Pay out and managed retreat where protection features are not cost effective. Look at $ of Petone to Nguranga infrastructure protection measures currently being constructed. Bird and penguin protection measure.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text If you are going to close road for cycle races, marathons, ironman's and kids events then you must close them for motor sport events too. Shelley bay and Alexander Road. All the above ticked areas need more parking, rubbish bins, toilet/change areas and not paid parking! Y

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text ou have stuffed for our family by putting in paid parking at oriental parade. This is a money grab to fund stupid activities it should be 120min parking to stop commuting workers taking the parks. FREE.

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Not enough is being done to protect wildlife. Oppossam control is very good in most places over the last 10 years. But stoats, ferrets, rats, rabbits and feral cats is woeful. More money and resources must be implemented. Permits are a good idea but night access for hunting and fishing are essential. No fired.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 5

Contribution ID: 36889
Member ID: 2976
Date Submitted: Aug 09, 2025, 03:03 PM

Q1 **Name**

Short Text: Si Byrd

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: There are more than one iwi with strong connections to the coast. I want all iwi to have an equal representation.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I strongly support the island bay marine education centre and oppose the threat of demolition or repurposing. They should be supported financially by the WCC> they have created a valuable resource out of a derelict eyesore. They are one of the most successful ventures on our coast.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: The OBMEC tells stories of our coast. No one does it better. Thousands of people learn important environmental messages there and it doesn't cost ratepayers anything. Support them!

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text: Don't forget the marine life. The IBMEC does and excellent job of encouraging people to look after it. The health of the environment isn't just about the land. The sea is equally if not more important.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text: The bait house is under threat of demolition or repurposing when in fact it's the most resilient structure on the coast. Perhaps a few strategically placed boulders is all that's needed to mitigate any sea level rise.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice: Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text:

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text: Overall the CMP is good. My main concern is the WCC threatening the existence of the Bait House is island bay. For goodness sake, leave it alone.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text:

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text:

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text:

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text:

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text:

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text:

Q28 **To what extent do you support or oppose the following proposals?**

Matrix: A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. -

Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I want my rates to go towards supporting the island bay marine education centre. I have taken 1000s of people there and they've all come away raving about the experience. I've visited many times with school groups and on Sundays. I've taken overseas visitors there many times and without exception they've been very enthusiastic about the experience. This is the only facility like it in Aotearoa/NZ, Wellington should be celebrating that we have it. I don't want to lose it.
Come on WCC! Support these amazing people!

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 6

Contribution ID: 36888
Member ID: 2976
Date Submitted: Aug 09, 2025, 02:58 PM

Q1	**Name**	
Short Text		D Renward
Q2	**Suburb**	
Select Box		
Q3	**Email**	
Email		
Q4	**I am making this submission:**	
Multi Choice		as an individual
Q5	**Name of organisation you are submitting on behalf of**	
Short Text		
Q6	**Would you like to make an oral submission to the Councillors?**	
Multi Choice		No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**	
Number		
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**	
Multi Choice		Somewhat support
Q9	**To what extent do you support or oppose this value and its pathways?**	
Multi Choice		Somewhat support
Q10	**Please let us know a bit more about your choice.**	
Long Text		
Q11	**To what extent do you support or oppose this value and its pathways?**	
Multi Choice		Strongly support
Q12	**Please let us know a bit more about your choice.**	
Long Text		
Q13	**To what extent do you support or oppose this value and its pathways?**	
Multi Choice		Strongly support
Q14	**Please let us know a bit more about your choice.**	
Long Text		The aquarium in the Bait House enriches coastal experiences by telling the stories of the sea – leave it alone! Don't repurpose it. don't knock it down.
Q15	**To what extent do you support or oppose this value and its pathways?**	
Multi Choice		Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Leave the aquarium in Island Bay alone. Stop trying to fix something that isn't broken. What do you want to REPURPOSE it for? It's a solid building and will last a lot longer than most of us. The people who run it are inspirational. They reach people of all ages and teach them about our coast. They deserve support not threats of demolition or repurposing.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways,

and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

The plan is good overall.
My major concern is the threat to the aquarium at Island Bay. My whole family's been going there for years. We always take overseas visitors there. They love it because it's an example of kiwi ingenuity and integrity. It doesn't need changing. It should be encouraged to keep operating. It will be a big mistake if the WCC threatens it. Leave it alone!

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 7

Contribution ID: 36887
Member ID: 2976
Date Submitted: Aug 09, 2025, 02:54 PM

Q1 **Name**
Short Text: James Imlach

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text Nature based solutions won't help coastal restoration

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Island Bay beach. Over the years between the council and DoC, have seen the beach deteriorate because of poor management by both parties. I, and 4 of my closest friends who grew up in Island Bay in the 40's, and who are of Italian heritage going back to the early 1900s, are ex-fisherman in Island Bay from the 1950s onwards. Seeing the beach as it is now are appalled at the state it is now, to be honest it looks like a tip. In the early years every summer the sand that was blown by the wind against the wall was bulldozed back along the beach and into the sea. Also there was a fulltime custodian who cleaned the sand of seaweed and driftwood. As to leaving the sand as it is now, banked up against the seawall, the sand has been blown there by the wind. If the wall wasn't there where would the sand go? What's going to happen if its not managed, the sand over the next few years if it is not pushed back along the beach and into the sea, it will be banked up like hills against the club, over the wall. You can see what is happening now, the eastern end of the beach has been eroded down to rocks, where there once was a bathing shed. The same up by the jetty where the wall collapsed. If this is not done, at the waters edge, will be down to rock and shingle because all of the sand will be up against the wall. As it is at the moment the sand is blowing over the wall. A green solution will not fix it. Liaise with DoC before its too late.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. -

Somewhat oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 8

Contribution ID: 36842
Member ID: 2976
Date Submitted: Aug 06, 2025, 10:52 AM

Q1	**Name**
Short Text	Faye Bishop
Q2	**Suburb**
Select Box	Mount Victoria
Q3	**Email**
Email	[redacted]
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	Yes
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	[redacted]
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Neutral
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat oppose
Q10	**Please let us know a bit more about your choice.**
Long Text	I have grown up in an era when English was prioritised to lift the academic level of citizens to an international standard. I have difficulty interpreting Maori Language sprinkled through English text documents.
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral
Q12	**Please let us know a bit more about your choice.**
Long Text	
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral
Q14	**Please let us know a bit more about your choice.**
Long Text	Story telling and cultural heritage should include both ancient and new world history, i.e Maori and European since discovery by captain cook and other European explorers. There are historical values to be learned. Maori settlement, early European setters since 1800, shipping lines, WWI shipping and WWII slipway @EBY & MBC Inc?

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text Common sense should prevail. No knee jerk reactions to stormy weather or beautiful sunny summer days. Is there a tidal guage in the harbour to record tidal range?

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Page 127 Action: I would like to see 2 lane traffic retained. It is an ideal place to take grandparents for a picnic.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text I am a user/tenant of the Evans Bay Marina for 35 years and past administrator of Evans Bay Yacht Motorboat Club.
- It is sustrainably and financially prudent to maintain the Evans Bay Marina in its current form pages 1370 138 for the medium term.
- I do not think that WCC should "assess alternative operator models –etc" item 3 page 138 to save our money
- The Evans Bay Marina Tenants group commissioned and paid for a survey to upgrade the marina in 2018 'Shearwater Report". At that time it was do-able but neglected by WCC.
- This amenity is fully funded.
- I understand the current financial model is uv=sable for both the current and "shearwater" model.
- I object to any further greening around the marina page 134 as we need all access possible now that so much parking has been taken for the cycleway
- The marina is accessible and affordable (just) for Wellingtonians to whom some struggle with WCC rates and other costs of living.
- This is an outlet for hobby, recreation, sport and a break from the stresses of life.
- I have met people out of our region having a picnic lunch at the marina when on a day visit for specialist consultation at the Wellington Regional Hospital. The view of the launches and yachts was something to enjoy and give pleasure to their day.
- The evans Bay Marina tenants group (EBMTG) has a charter with the WCC and their committee has nominated spokesmen who meet with WCC officers on the matters regarding the marina. They arrange annual testing of electrical wiring for owners of vessels.

In regard to the Evans Bay Yacht and Motorboat Club no new (and expensive) building is required in my view. The club is well used by various other sporting clubs/groups an art group. Some other clubs are affiliated with EBY and MBC and share the amenity.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 9

Contribution ID: 36835
Member ID: 2976
Date Submitted: Aug 05, 2025, 03:38 PM

Q1	**Name**
Short Text	Richard
Q2	**Suburb**
Select Box	Breaker Bay
Q3	**Email**
Email	
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Neutral
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat support
Q10	**Please let us know a bit more about your choice.**
Long Text	
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat support
Q12	**Please let us know a bit more about your choice.**
Long Text	
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q14	**Please let us know a bit more about your choice.**
Long Text	
Q15	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Rangitatau
Moa Point to Breaker Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text
I am concerned that illegal (and legal) diving for crayfish has resulted in their numbers depleting with a consequential increase in the number of sea urchins. With no predation by crays, sea urvchins are creating (in many parts of the hardour so fa inspected) barren areas of just rock, because they have eaten all the kelp. I would like to see a restriction on a diving for food from all the coastline untilit has been assessed. If the ban were implemented, it would be easy for members of the public to help control the situiation: ANY diver with a bag or net would be contravening th byelaw.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support

water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

"BREAKER BAY ROAD FORESHORE - What can be more suitable to help reinforce the foreshore in Breaker Bay than material from the Breaker Bay area? Slips of rock in the Pass of Branda and soil from small slips would, had they been a little nearer the foreshore simply ended up doing what we, the residents, seek; and nature paid no heed to the rules and regs regarding geckos, soil chemistry and flora when causing these.

So we seek a waiver from these well intentioned environmental hurdles when sensible actions could be taken by citing a simple case we have seen recently.

Contractors were moving spoil from a slip on the Old Army road and, despite locals' suggestions, no one from WCC at the scene 'dared' to follow the sensible route and use it to help bolster resilience on Breaker Bay Road foreshore. But instead they cited said regulations and took the material to the 'dump' at a cost. It would make absolute sense to designate soil and rock found locally, as suitable for USE locally! "

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 10

Contribution ID: 36834
Member ID: 2976
Date Submitted: Aug 05, 2025, 03:33 PM

Q1	**Name**
Short Text	Penny
Q2	**Suburb**
Select Box	Breaker Bay
Q3	**Email**
Email	
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Strongly support
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q10	**Please let us know a bit more about your choice.**
Long Text	
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q12	**Please let us know a bit more about your choice.**
Long Text	
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q14	**Please let us know a bit more about your choice.**
Long Text	
Q15	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 11

Contribution ID: 36833
Member ID: 2976
Date Submitted: Aug 05, 2025, 02:56 PM

Q1	**Name**
Short Text	Denis
Q2	**Suburb**
Select Box	Breaker Bay
Q3	**Email**
Email	
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Strongly support
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q10	**Please let us know a bit more about your choice.**
Long Text	
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q12	**Please let us know a bit more about your choice.**
Long Text	
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q14	**Please let us know a bit more about your choice.**
Long Text	
Q15	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text Protection yes. Restoration to what time period? I'd prefer the use of the term 'enhancement' to support protection.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Rangitatau
Moa Point to Breaker Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text Breaker Bay/Moa Point area - continue recreational designation however need to increase fisheries officer's presence

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Don't know
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Don't know
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Enhanced, updated historical interpretation signage - signs at Tarakena Bay and at the Breaker Bay car park need restoring/updating.

Hard infrastructure (eg geotextile and riprap sea walls) where appropriate otherwise mounding and planting of salt tolerant shrubs/trees - karo, pohutukawa, taupata

Control dogs - must be on leashes, feral cat eradication.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 12

Contribution ID: 36832
Member ID: 2976
Date Submitted: Aug 05, 2025, 02:50 PM

Q1 **Name**
Short Text: Leah

Q2 **Suburb**
Select Box:

Q3 **Email**
Email:

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text: An active partnership with mana whenua is a non negotiable, however my expectation is the this is now an established partnership arrangement that can be accessed easily and is not required to be stood up for each consultation

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text: Aboslute must, for New Zealanders. If there are not accessable areas for the purpose of regeneration that this is communicated and understood.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Rangitatau
Moa Point to Breaker Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text Breaker Bay / Rangitatau Many families enjoy diving and gathering kaimona from Breaker Bay. I would like to see increased signage in the area on fishing limits and more fisheries prescence as I'm aware that a lot of overfishing occurs. The regular prescence of fisheries of would be a deterrment.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Don't know
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral

A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Nature based solutions: Very important, the best solution would like to be able to work with the council on this as a local iniative.

korora Stongly support this, would like a cat ban in coastal areas

Dunes are are best weapon against coastal erosion. Would like more information available on how to increase dune protection as a local iniatitive

Not an area used for recreation for myself, unaware of what the issues are

Would like more information, peninsula traffic is already terrible, with an hour bu ride to get to town, a more acessable rec zone could create a traffic issue

Im all for better cycle ways on the coastal road its an area enjoyed by cyclists however have had a numder of near misses with cyclists on this road.

Strongly support the restonation of Maori place names. Would like to see more information on the Pa site in our area.

Yes but needs to be realistic, and in line with council costs, without further burden on rate payers.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 13

Contribution ID: 36831
Member ID: 2976
Date Submitted: Aug 05, 2025, 02:19 PM

Q1 **Name**

Short Text: Friends of Taputeranga Marine Reserve Charitable Trust

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Friends of Taputeranga Marine Reserve Charitable Trust

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Introduction
The Friends of Taputeranga Marine Reserve (FoTMR) is a charitable trust dedicated to the protection, appreciation, and restoration of the marine ecosystems within and around Taputeranga Marine Reserve. We welcome the opportunity to provide feedback on the Coastal Reserves Management Plan and commend the Council for its thorough and forward-looking approach.
1. Taputeranga Marine Reserve – Context and Sensitivity
 Taputeranga Marine Reserve, established in 2008, is located on Wellington's south coast, adjacent to Island Bay and Houghton Bay.
 It is one of New Zealand's most accessible and biodiverse marine protected areas, home to over 750 documented marine species1
, including pāua, kōura (crayfish), kina, reef fish, and
extensive kelp forests.
 The reserve is managed by the Department of Conservation (DOC) under the Marine Reserves Act 1971, and coexists with a complex mix of urban pressures and rich community stewardship.
 The coastal interface and surrounding reserves are essential buffers and connectors that influence water quality, marine life, and public access. Management of these adjacent coastal lands must therefore reflect the ecological and cultural sensitivity of the marine reserve itself.
 The health of the marine reserve is influenced by the health of the marine environment in the wider region and therefore WCC's coastal reserves have to be managed with their impact on the marine environment.
2. Key Issues Identified and Mitigation Actions
1. Overharvesting & Illegal Fishing
 The plan correctly identifies illegal and unsustainable harvesting—particularly pāua and shellfish, especially outside the reserve boundaries.
 Increased urban access has led to poaching pressures, which threaten marine biodiversity.

1 https://www.inaturalist.org/projects/taputeranga-marine-reserve
 This ongoing pressure undermines conservation goals and community trust.
Recommendations:
 Strengthen collaboration with DOC and MPI on compliance.
 Improve signage and public education on marine reserve rules.
 Strengthen compliance and enforcement.
2. Stormwater & Pollution Risks
 Taputeranga Marine Reserve is vulnerable to runoff, marine debris, and historic landfill leachate (notably from Houghton Bay).
 These pollutants degrade habitat quality and threaten marine species.
Recommendations:
 Prioritise stormwater infrastructure upgrades and mitigate contamination at their sources
 Expand water quality monitoring and transparent reporting.
 Restore natural hydrological flows through daylighting streams or other nature-based solutionswetland buffers.
3. Habitat Disturbance from Recreation
 Uncontrolled recreational access (e.g. off-leash dogs, 4WDs, freedom camping) threatens kororā (little penguin) nesting areas, seabird colonies, and dune vegetation.
Recommendations:
 Formalise kororā sanctuary zones with clear boundaries and signage.
 Restrict dog access in sensitive areas and enforce leash bylaws.
 Consider seasonal closures for breeding birds.
 Restore dunes and vegetation buffers.
4. Climate Change & Sea-Level Rise
 The exposed southern coast faces increasing erosion, infrastructure damage, and habitat loss.
Recommendations:
 Expand nature-based coastal defences and solutions.
 Apply the Dynamic Adaptive Pathways Planning framework to plan for future retreat where necessary.
 Fund monitoring of shoreline change, sediment movement, and dune condition.
5. Cultural and Ecological Restoration of Taputeranga Island
 Taputeranga Island is owned by Ngāti Toa Rangatira and holds deep cultural and ecological value.
 We support the update of the 2011 restoration plan and emphasise inclusive, co-designed processes.
Recommendations:
 Include FoTMR, Island Bay Residents Association, and local conservation groups as partners in the restoration planning process.
 Recognise Taputeranga as a culturally significant site through signage and interpretation.
 Protect dark sky environments to support nocturnal wildlife like penguins and petrels.
3. Positive Contributions of the Plan and Recommendations for Strengthening Protection
 The plan shows strong alignment with ecological principles, community stewardship, and mana whenua partnership.

 Integration of tikanga Māori and mātauranga Māori is commendable and should continue to shape decision-making.
 Taputeranga is appropriately recognised as a critical ecological and cultural asset.
Recommendations for Strengthening Protection
1. Expand monitoring and enforcement around reserve boundaries.
2. Increase investment in stormwater upgrades near Houghton Bay and Island Bay.
3. Formalise kororā sanctuary zones with clear signage and community engagement.
4. Accelerate dune restoration to buffer against erosion and protect marine habitats.
5. Ensure coordination between Council, DOC, and mana whenua in managing Taputeranga Island and adjacent reserves.
Thank you for the opportunity to make a submission. We are happy to provide further details.
Nicole Miller
Chair, FoTMR
Appendix - Specific Comments
1. Weed and Pest Management
Best Practices:
 Use of selective, eco-friendly herbicides (e.g. glyphosate in gel form) only when manual removal is impractical.
 Avoid aerial spraying near sensitive coastal habitats or waterways.
 Manual removal is preferred for invasive species like boneseed, karo, agapanthus, and rhamnus in dunes and escarpments.
 Biological control (e.g. for boneseed) can be explored in collaboration with research institutions.
Integrated Pest Management:
 Combine mechanical, chemical, and biological methods.
 Prioritise Significant Natural Areas (SNAs) and penguin nesting zones.
 Coordinate with Predator Free Wellington and DOC for animal pest control (stoats, rats, possums).
2. Dune Enhancement and Shoreline Protection
Dune Restoration:
 Plant native sand-binders like:
 Pīngao (Ficinia spiralis)
 Spinifex (Spinifex sericeus)
 Sand coprosma (Coprosma acerosa)
 Use angled accessways, fencing, and signage to prevent trampling.
 Avoid planting marram grass, which steepens dunes and reduces resilience.
Shoreline Protection:
 Prioritise nature-based solutions:
 Dune buffers
 Shingle beach restoration
 Driftwood retention
 Use soft engineering (e.g. living shorelines) over hard structures like seawalls where possible.
 In urban areas (e.g. Oriental Bay), integrate habitat-friendly seawalls with textured surfaces or rock pools.
3. Wildlife Habitat Protection
Kororā (Little Penguin) Sanctuaries:
 Designate kororā-safe zones (e.g. Taputeranga, Breaker Bay, Greta Point).
 Install penguin nest boxes and fencing to reduce dog and human disturbance.
 Support dog aversion training and enforce leash rules in sensitive areas.
Seabird and Invertebrate Recovery:
 Protect banded dotterel, reef heron, and Smeagol slug habitats.
 Limit 4WD access and freedom camping near nesting zones.
 Reduce light pollution using low-glare, wildlife-friendly lighting (per DOC's light pollution guidelines).
4. Marine and Water Quality Protection
Stormwater and Pollution Control:
 Retrofit stormwater outfalls with natural filtration (e.g. swales, wetlands).
 Avoid discharges behind dunes (e.g. Lyall Bay) to protect dune integrity.
 Monitor and remediate historic landfill sites (e.g. Houghton Bay, Fort Dorset).
Marine Habitat Protection:
 Support marine biosecurity at marinas and boat ramps.
 Collaborate with DOC and MPI to:
 Monitor marine species
 Enforce fishing regulations
 Educate the public on marine reserve boundaries
5. Community Engagement and Monitoring
Citizen Science & Education:
 Expand community-led monitoring of seabirds, penguins, and dune health.
 Support school and iwi-led restoration projects.
 Use interpretive signage to share cultural and ecological stories.
 The Island Bay Education Centre and the aquarium are a cornerstone of marine education in the city and must be supported by WCC.
Monitoring and Reporting:

- Track:
- Dune movement
- Vegetation cover
- Wildlife populations
- Erosion and inundation
- Use cultural indicators alongside scientific data

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 14

Contribution ID: 36829
Member ID: 2976
Date Submitted: Aug 05, 2025, 02:14 PM

Q1 **Name**

Short Text: Kate Littin

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Forest & Bird Wellington branch

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Introduction
Forest & Bird is New Zealand's largest independent conservation organisation. Our Wellington Branch has over 1000 members. We work with others to protect and restore natural ecosystems and native flora and fauna of Te Whanganui-a-Tara Wellington, and we advocate for nature at every opportunity. Our feedback focuses on governance coordination, cultural partnerships, ecosystem protection, marine management, technical assessments, and ensuring cohesive strategies across land and sea.
Fragmented Coastal Governance (Page 10)
The Tātou ki Uta plan recognises that management of our coast is currently fragmented, noting "While this plan focuses on Council-managed reserves, it operates within a broader system of coastal governance. Improving alignment and collaboration will be an ongoing challenge, as Tātou ki Uta alone cannot fully achieve integrated coastal management." However, the document lacks clear language or actions to resolve this issue.
Page 10 contains a diagram indicating where Tātou ki Uta fits relative to other strategic documents, but the plan does not explain how this suite of strategies will be coordinated for greatest effect—whether in drafting, review, or implementation. Clear guidance on roles, processes, and timelines is essential to bridge gaps between documents and agencies.
Te Ao Māori and Mana Whenua Partnership
We support the strong flavour of tikanga Māori throughout the document and the initiatives to partner and collaborate with mana whenua where it makes sense for both parties. Cultural frameworks enrich coastal management by embedding kaitiakitanga and
2
mātauranga Māori, and we encourage continuing these partnerships to deliver mutual benefits and uphold indigenous values.
Protection and Restoration of Coastal Ecosystems
We broadly support the approach suggested regarding the protection and restoration of coastal ecosystems. However, an overlooked threat, particularly in coastal escarpments, scree, scrub and forests is the burgeoning population of fallow deer, and recent release of sika deer in Wellington. Fallow deer are present on the Red Rocks coastal escarpment and widespread from Red Rocks to Colonial Knob.
Hutt City Council contributes $30k p/a to Greater Wellington for deer control on council owned reserves.1 We suggest Wellington City Council needs to work with GW and increase deer control now before their numbers undermine any other efforts that WCC undertakes, particularly on coastal escarpments which are favoured habitats of fallow deer.
We support Action 12 under Protection and Restoration of Ecosystems, which proposes strengthening patrols. Money from fines could potentially go to education and local environmental initiatives—rather than a general fund—to amplify conservation outcomes. This reinvestment would bolster community engagement and empower grassroots restoration projects along the coastline.
Marine Resource Management
The list of overharvesting natural resources in the plan does not include fish! The primary cause of kina barrens is the lack of kina predators, often resulting from overfishing of species such as rock lobster. There should be a push to expand marine reserves around the city and more done to enforce catch limits and reserve restrictions to restore ecological balance and prevent further barren expansion (recognising the limit of council powers).
Marine Impacts and Coastal Reserves Management (Pages 41–43)
We strongly support the inclusion of marine impact considerations in coastal reserves management decisions on page 41. This approach should be a core design feature when coordinating efforts between regional and local councils and aligning interrelated governance documents.
These pages talk about the ecological features and special wildlife but do not emphasise that if we want to see oystercatchers and other ground nesting birds survive and thrive, we need to keep people out of their breeding sites and increase efforts to kill off predators in these areas.
To encourage coastal and seabirds to return naturally, habitat creation is critical. Decoys and sound devices have proven ineffective, and translocation projects frequently fail and incur high costs. Expert advice we have sought indicates that restoring native shelter and food sources will yield more sustainable seabird recolonisation.
1 https://www.stuff.co.nz/national/127986566/hutt-council-boosts-eradication-spending-as-feral-deer-chew□through-native-bush
3
This is the process used by Forest & Bird Wellington's Places for Penguins project, which shows that coastal care, community involvement and advocacy, and supplementation of nestboxes where needed is proving to be a sustainable solution to encourage nesting.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Understanding Coastal Dynamics (Page 55)
Nature First Action 3 acknowledges the importance of understanding coastal dynamics as a key input into coastal strategy, infrastructure planning, and urban design. We seek assurance that advanced techniques such as regular drone LiDAR surveys are being undertaken to monitor shoreline change, inform risk assessments, and guide adaptive management.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Track Management and Marine Environment Protection (Appendix A)
Appendix A classifies track construction as a restricted activity but treats upgrades as a managed activity with lower control. It is also not clear how this Plan gives effect to the District Plan which has rules for these activities in the coastal environment. We urge a consistent approach that prevents incremental degradation of coastal areas.
Additionally, dogs must be kept out of marine reserves to protect wildlife, and wild places should remain free from unnecessary infrastructure. We support the penguin sanctuary at Moa & Tarakena Bays and thank the council for actions taken so far to encourage and help dog owners to keep dogs under control around areas that are occupied by kororā. However more dog management is needed through better signage & enforcement especially around nesting penguins & other sea birds.
Minor Corrections
- Page 11: replace typo "ku" with "ki"
- Pages 42–43: ecological features and special wildlife sections should emphasise that protecting ground-nesting birds like oystercatchers requires restricting human access to breeding sites and increasing predator control
Summary
To achieve resilient and thriving coastal ecosystems, we must connect councils and their

plans, integrate land and sea strategies, and align coastal and marine reserves. Clear governance pathways, cultural collaboration, targeted conservation actions, and robust technical assessments will strengthen Wellington's coastline for future generations. From a practical perspective, whilst the document talks about our fauna, it only talks about making people aware and nowhere does it reserve space exclusively for the fauna. This also needs to be considered in our planning

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 15

Contribution ID: 36828
Member ID: 2976
Date Submitted: Aug 05, 2025, 02:10 PM

Q1 **Name**

Short Text: Nicole Miller

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Explore Your Coast

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Key Issues and Opportunities
1. Overharvesting & Illegal Fishing
 The plan correctly identifies illegal and unsustainable harvesting - particularly pāua and shell fish.
 Increased urban access and increased use of our marine resources are and have pushed ma rine ecosystems to tipping points – underwater forests are now kina barren due to overfish ing in many parts of the inner city. Adding to this is poaching pressures, which threaten ma rine biodiversity in areas that are just hanging on.
 This ongoing pressure undermines conservation goals and community trust.
Recommendations:
 Improve signage and public education on the impact of overfishing as well as marine reserve rules (i.e. at the Te Kopahou Reserve).
 Strengthen collaboration with DOC and MPI on compliance. This should include online infor mation of the coastal reserves, particularly close the marine reserve.
 Strengthen compliance and enforcement and support volunteer community wardens and citizen surveillance.
2. Stormwater and Land-Sea Connections
Pollution from stormwater, historic landfills, and urban runoff is a critical threat to marine ecosystems.
Recommendations:
 Prioritise upgrades to stormwater infrastructure near sensitive marine areas.
 Support integrated catchment management approaches that include riparian planting and community engagement.
 Restore natural hydrology and use visible, educational green infrastructure (e.g. swales, rain gardens).
3
2. Wildlife Protection and Public Awareness
Wellington's coastlines are home to vulnerable species like kororā (little penguins), reef herons, and migratory seabirds. However, many people remain unaware of their presence or the risks posed by dogs, vehicles, and light pollution.
Recommendations:
 Formalise and promote wildlife sanctuary zones, especially for kororā.
 Use creative signage and storytelling (digital and physical) to make wildlife and marine life visible to the public and explain how wildlife relies on a healthy harbour and marine environment.
 Work with educators and creatives to help people understand seasonal sensitivities (e.g. breeding seasons).
 Enforce leash rules.
3. Community-Led Monitoring and Stewardship
We see strong public appetite for meaningful involvement in marine protection. Communities want to be part of solutions.
Recommendations:
 Support and fund citizen science and monitoring initiatives — especially around dune systems, water quality, and wildlife.
 Include cultural indicators alongside scientific data, reflecting local knowledge and values.
 Use data to explain what the impact of actions on land are on the catchment, the coastal reserve and the adjacent marine space
 Promote co-governance and community restoration partnerships.
 Support inclusive access to coastal education — e.g. through mobile experiences, school partnerships, and pop-up science storytelling. The Island Bay Education Centre with its aquarium is a cornerstone of marine education on the South Coast and has to be valued as such.
Suggestions for Strengthening the Plan
 Boost education: Use the reserves as living classrooms and storytelling landscapes.
 Protect marine interfaces: What happens in the reserves, how people use them and how they are managed (i.e. pest and invasive species management) directly affects the health of the marine environment and should be included in management plans.
 Celebrate success: Highlight positive case studies, including marine restoration and education success stories to build momentum

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Submission on Tātou ki Uta - Coastal Reserves Management Plan
About Explore Your Coast
Explore Your Coast is a group of communications, science, education and marine conservation professionals, all volunteering their time to:
 Inspire New Zealanders to connect with the ocean.
 Raise awareness and understanding of coastal ecosystems and their ecological importance.
 Empower and support communities to become active stewards of the ocean.
We support communities across New Zealand to connect to, explore and document their coast. The observations gathered contribute to research for local conservation and restoration projects, helping decision-makers better manage and protect marine life and ecosystems.
Our vision is of a future where all New Zealanders have a strong connection to the ocean. Marine ecosystems are seen, talked about, and understood as the foundation for abundant and diverse marine life. Communities are empowered to restore and care for their local coastlines and benefit from healthy oceans and sustainable land-to-sea connections.
Most of our volunteers are based in Wellington and we engage with community groups and Wellington residents at events, through presentations and other initiatives raising awareness for Wellington's coastal marine ecosystems and promoting marine restoration. Many of the community groups we connect with are active users of WCC's coastal reserves or are involved in maintenance, pest removal and weed control in coastal reserves and catchments.

Why Coastal Reserves Matter to Explore Your Coast
Wellington's coastal reserves are essential for community connection with the natural world. As noted at many recent 'Vision for Wellington' events – Wellington's natural capital provides a unique advantage for Wellington in attracting and keeping highly paid workers and talent across the tech, gaming and creative sector. Coastal reserves provide:
 Access to wild and inspiring coastlines, supporting wellbeing, identity, and creativity.
 Habitat for unique and vulnerable wildlife, including seabirds and marine mammals.
 A critical interface between land and sea — what happens on the land directly impacts the marine environment and vice versa.
 Opportunities for education, citizen science, and long-term stewardship.

During Explore Your Coast activities, we see how human activity, infrastructure, and climate change

are shaping this interface — and how important proactive, inclusive management is to preserve its values on land and beyond the surface.
Support for the Plan
We support the intent and direction of the Coastal Reserves Management Plan and commend Council for:
 Recognising the ecological and cultural importance of Wellington's coastlines.
 Elevating the role of mana whenua as kaitiaki and embedding mātauranga Māori.
 Taking a nature-first approach to shoreline protection, using dune restoration and soft engineering.
 Highlighting the need for community involvement and partnership in restoration and moni□toring.

Key Issues and Opportunities
1. Overharvesting & Illegal Fishing
 The plan correctly identifies illegal and unsustainable harvesting - particularly pāua and shell□fish.
 Increased urban access and increased use of our marine resources are and have pushed ma□rine ecosystems to tipping points – underwater forests are now kina barren due to overfish□ing in many parts of the inner city. Adding to this is poaching pressures, which threaten ma□rine biodiversity in areas that are just hanging on.
 This ongoing pressure undermines conservation goals and community trust.
Recommendations:
 Improve signage and public education on the impact of overfishing as well as marine reserve rules (i.e. at the Te Kopahou Reserve).
 Strengthen collaboration with DOC and MPI on compliance. This should include online infor□mation of the coastal reserves, particularly close the marine reserve.
 Strengthen compliance and enforcement and support volunteer community wardens and citizen surveillance.
2. Stormwater and Land-Sea Connections
Pollution from stormwater, historic landfills, and urban runoff is a critical threat to marine ecosystems.
Recommendations:
 Prioritise upgrades to stormwater infrastructure near sensitive marine areas.
 Support integrated catchment management approaches that include riparian planting and community engagement.
 Restore natural hydrology and use visible, educational green infrastructure (e.g. swales, rain gardens)

2. Wildlife Protection and Public Awareness
Wellington's coastlines are home to vulnerable species like kororā (little penguins), reef herons, and migratory seabirds. However, many people remain unaware of their presence or the risks posed by dogs, vehicles, and light pollution.
Recommendations:
 Formalise and promote wildlife sanctuary zones, especially for kororā.
 Use creative signage and storytelling (digital and physical) to make wildlife and marine life visible to the public and explain how wildlife relies on a healthy harbour and marine environment.
 Work with educators and creatives to help people understand seasonal sensitivities (e.g. breeding seasons).
 Enforce leash rules.
3. Community-Led Monitoring and Stewardship
We see strong public appetite for meaningful involvement in marine protection. Communities want to be part of solutions.
Recommendations:
 Support and fund citizen science and monitoring initiatives — especially around dune systems, water quality, and wildlife.
 Include cultural indicators alongside scientific data, reflecting local knowledge and values.
 Use data to explain what the impact of actions on land are on the catchment, the coastal reserve and the adjacent marine space
 Promote co-governance and community restoration partnerships.
 Support inclusive access to coastal education — e.g. through mobile experiences, school partnerships, and pop-up science storytelling. The Island Bay Education Centre with its aquarium is a cornerstone of marine education on the South Coast and has to be valued as such.
Suggestions for Strengthening the Plan
 Boost education: Use the reserves as living classrooms and storytelling landscapes.
 Protect marine interfaces: What happens in the reserves, how people use them and how they are managed (i.e. pest and invasive species management) directly affects the health of the marine environment and should be included in management plans.
 Celebrate success: Highlight positive case studies, including marine restoration and education success stories to build momentum.

Closing Comments
We appreciate the effort that has gone into the Coastal Reserves Management Plan and strongly support its intention to care for these places in partnership with mana whenua and the wider community.
Explore Your Coast sees this plan as a foundational step towards a more connected, resilient, and

ocean-literate city - one that recognises and takes responsibility for its impact on the surrounding marine environment. Our volunteers are already helping Wellingtonians engage with the coast and we are excited about the potential to do even more in alignment with the plan's goals.
We look forward to supporting the Council in sharing stories, building awareness, and strengthening the connection between Wellingtonians and their coastal and marine environment.
Ngā mihi nui,
Nicole Miller

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 16

Contribution ID: 36827
Member ID: 2976
Date Submitted: Aug 05, 2025, 02:03 PM

Q1 **Name**
Short Text: Alex Gloyne

Q2 **Suburb**
Select Box: Melrose

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Hue te Para
Lyall Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Dear Wellington City Council,

My name is Alex Gloyne, I live in Melrose, and I am writing in support of and to echo [redacted], [redacted] and [redacted] submissions regarding Protecting Safe, Dedicated Access for Windsurfing, Wingfoiling and Kitesurfing at Lyall Bay I know this sentiment is shared by the broader windsport community, who all deeply appreciate and love Lyall Bay.

Thank you for the opportunity to provide feedback on the proposed Coastal Reserves Management Plan. Wellington's weather and coastline, particularly Lyall Bay, are among the key reasons I have come to love this city. Not to mention the vibrant, unique urban life that Wellington offers. I moved here permanently in January 2023, but have been visiting Wellington since 2012 to partake in wind and surf sports at Lyall Bay, in particular windsurfing and surfing and more recently wingfoiling. There is a considerable and very active community of windsport enthusiasts that have been enjoying Lyall Bay for at least 30 years, probably closer to 45 years.

I grew up in Southport in the NW of England, a coastal town that has a very established and huge dune system. People from Southport are nick named Sandgrounders. It is a protected area but it is so well established that much of it can be explored and enjoyed. I have fond memories of walking my dogs and playing as a boy amongst the dunes. We studied the dune ecosystems at school and college. Just a minor education but it has given me an understanding and appreciation for the importance of sand dunes in the protection and stability of sandy coastlines, in addition to the unique habitats for plants and wildlife that they provide. The stabilising element and protection from ocean storms being of particular relevance to Lyall Bay and the residents that live along the waterfront, and probably the majority of the flat area extending back to Kilbirnie. So it is great to see WCC taking steps to protect the beach's dunes.

The grassy area behind the dunes at the western end of the beach, adjacent to the toilet block has long been used as a rigging area for windsurfing and wingfoiling. This area has been here as long as I've been visiting Wellington and would expect it has been here for at least the 30 or 40+ years that people have been enjoying windsurfing and rigging their gear at this spot.

I would describe this flat grassy area as a well established secondary vegetation zone - secure, stable and showing no signs of erosion over the years. If anything it has become more established over time. I understand that the foredune area in front of the grassy rigging spot is more fragile and needs some form of protection and management. There have long been a couple of walk-throughs that we as a community have kept to when accessing the beach with our sports equipment. If we can keep and cultivate these, one being more or less in the centre of the grassy area, the other leading down to the deck walkway over the drainage pipe I believe this would ensure the protection of the more fragile foredune area. See picture:

The foredunes around the walk-throughs could be fenced off similarly to the current rope barrier, but leaving access through in those two spots. This approach would help protect the dunes while maintaining beach access, ensuring both conservation and enjoyment of the natural space.

This might be similar to how beach access through the dunes is managed at Long Bay Regional Park in Auckland. See pictures below:

Ideally the posts would be lower along the path of the walk through to allow for safe movement carrying watersports equipment.

Beach access through the dunes in that area would be the main concern of the windsports community. The hazards of being forced out of that area for rigging and on to the pavement have been mentioned in the submissions of Esteban Funes, Greg Thomas and David Sweeting and again I'd like to support and echo those thoughts in addition to the development ideas they have put forward.

Other things I'd like to add that would be fantastic to develop close to that area, depending on the scope of the Management Plan would be:

· Better access through the wall surrounding that area

· Shower and rig rinsing area

· Drinking water fountain

Careful consideration should be given to preserving the size of this area, as there are many windsport enthusiasts that congregate here and a good deal of space is required for safe rigging of our equipment.

Thank you for your time and for the opportunity to give our input on what is for us a very treasured place.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 17

Contribution ID: 36822
Member ID:
Date Submitted: Aug 05, 2025, 11:55 AM

Q1	**Name**
Short Text	Annie Yeates
Q2	**Suburb**
Select Box	Island Bay
Q3	**Email**
Email	[redacted]
Q4	**I am making this submission:**
Multi Choice	on behalf of an organisation
Q5	**Name of organisation you are submitting on behalf of**
Short Text	Tawatawa Southern Environmental Association (Wellington) Inc
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Strongly support
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q10	**Please let us know a bit more about your choice.**
Long Text	It is pleasing to see Mana Whenua more involved in the co-management of the coastline.
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q12	**Please let us know a bit more about your choice.**
Long Text	Great investment should be considered for the protection of the Taputeranga marine reserve from terrestrial pollution from areas such as the Southern Landfill and the Owhiro Stream. It would be good to see greater signage, information and enforcement of off-leash dog walking, in areas of penguin and seal habitat. There are large off leash areas such as Tawatawa Reserve that can be used for exercising dogs rather than sensitive areas along the coast. Would be good to encourage dog owners to complete avian aversion training with their dogs.
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q14	**Please let us know a bit more about your choice.**
Long Text	Would be great to see more information about our beautiful bays! There are many special features along our coastline, and stories to tell. We would welcome investment in interpretive signage and other mechanisms to educate local communities and visitors about this special and precious area.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text: We strongly support ecosystem restoration, pest control (both plant and animal) and wildlife recovery.
The south coast is home to many rare plants and habitats, priority should be given to protect them.
Wellington has a strong base of volunteers helping in ecological restoration efforts that WCC could call upon for projects along the coastline.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text: Climate change and sea level rise cannot be ignored - the longer we leave it, the more things will cost.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice: Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text: We agree with the proposed management approach for Te Kopahau and the coastal route.
We particularly agree with reducing traffic along the coastal route by whatever means the council deems most appropriate.
Priority should be given to nature and non-motorised vehicles.
We support the vision of the historical coastal walkway to Makara.
We would like to see greater investment to support the restoration of local native plants, and birds, and protecting seals and korora.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text: We agree with the proposed management approach.
We are concerned about the potential loss of the Bait house aquarium. This is a well-loved and highly utilised community asset. We would recommend deferring a decision on the closure of the aquarium at this time. There had been discussion about an aquarium at the ex-Maranui Depot site in Lyall Bay, is this still on the cards?

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

WE strongly support he name change proposals

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 18

Contribution ID: 36821
Member ID:
Date Submitted: Aug 05, 2025, 11:54 AM

Q1 **Name**
Short Text: Steve Walters

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**
Short Text: Destination KRL

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Key Submission Point
1. Coastal Stormwater Outlets – Active Management Plans Needed
We request that Wellington City Council elevate the importance of developing and publicly communicating an active management plan for all stormwater outlets in Wellington that discharge into the sea, particularly those that affect low-lying, flood□prone suburbs like Kilbirnie, Rongotai and Lyall Bay.
• Relative sea levels in Wellington have risen 15cm since 2002, with annual increases of 2–3mm in sea level and 3–4mm of land subsidence. A further 20–30cm rise is projected over the next 30 years.
• The stormwater drains that run into Lyall Bay, Evans Bay and Moa Point are increasingly at risk of being blocked by sand movement, storm debris, and rising sea levels.
• These blocked outlets prevent proper drainage during rain events and storm surges, leading to surface flooding in Kilbirnie, Lyall Bay and Rongotai's commercial zones and disruption along key transport corridors such as Coutts Street, Onepu Road and Cobham Drive.
• Several KRL businesses, particularly in low-lying areas near the Lyall Bay foreshore and Rongotai Road, as well as the Kilbirnie commercial district on Coutts Street are highly susceptible to flooding if drains fail to discharge water effectively. The cost to business operations, property, and stock can be significant – often amounting to tens or hundreds of thousands of dollars per event.
• Flooding also leads to insurance premium increases, business interruption, and in some cases, uninsurable damage – threatening the long-term viability of affected enterprises.
• The Coastal Reserves Management Plan (CRMP) currently does not place the required importance on managing risks from poor stormwater drainage. In the draft CRMP there is no funding currently assigned to work on this key need with Wellington Water (and its new equivalent) to better plan for and manage stormwater drains running into Lyall Bay, with the timing to conduct this investigative work and planning currently prioritised as "long term" i.e. 8+years. Given the rate of sea rise/land subsidence in Lyall Bay, this timing is reckless and unacceptable.
We therefore call on Wellington City Council to:
• Undertake a full audit of all stormwater outlets in the KRL coastal zone;
• Develop a proactive maintenance schedule that includes clearance of outlets before and after high tide, storms, and king tide events;
• Monitor these outlets with real-time reporting and response systems;
• Develop a proactive plan over the next year to better manage increasing stormwater needs in Lyall Bay, including improved stormwater outlets, to prevent further losses to Kilbirnie, Lyall Bay and Rongotai businesses.
• Incorporate these plans into the city's wider Climate Adaptation and Resilience Strategy;
• Engage with local businesses to provide clear risk communication and emergency protocols;
• Advocate for co-funding with central government to address coastal infrastructure vulnerabilities.
• Collaborate with stakeholders to guide future planning, ensuring that commercial activity, climate adaptation, and coastal protection are considered in an integrated manner.
Conclusion
Destination KRL supports a forward-looking Wellington. We need assurance that Council is forward looking by actively managing flood risks where they are most critical – at the interface between land and sea. We need to see dynamic adaptive planning for sea-level rise in the stormwater system in the short term, not the long term. This is an issue causing issues for us now, not at a future date.
Failing to do so not only risks private business assets but also the integrity of some of Wellington's increasingly important commercial and recreational areas.
We welcome the opportunity to discuss this further and collaborate on practical local solutions

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Hue te Para
Lyall Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Overview
Destination KRL represents the collective interests of businesses across Kilbirnie, Rongotai and Lyall Bay – a strategically important commercial, industrial and recreational zone in Wellington. With hundreds of businesses, thousands of residents, daily commuters and customers, and vital infrastructure such as Wellington Airport and major retail outlets, the KRL area contributes significantly to the city's economy.
We acknowledge the growing pressure Wellington City Council faces in preparing for climate impacts. We urge greater and more immediate attention to the risks that poorly managed stormwater infrastructure, particularly at coastal outflows, pose to the KRL area.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 19

Contribution ID: 36820
Member ID:
Date Submitted: Aug 05, 2025, 11:48 AM

Q1	**Name**
Short Text	Gwilym
Q2	**Suburb**
Select Box	Strathmore Park
Q3	**Email**
Email	[redacted]
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Somewhat oppose
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral
Q10	**Please let us know a bit more about your choice.**
Long Text	
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat support
Q12	**Please let us know a bit more about your choice.**
Long Text	
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral
Q14	**Please let us know a bit more about your choice.**
Long Text	
Q15	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays
Rangitatau
Moa Point to Breaker Bay
Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I understand that there is a thought of closing this off to 4x4. I use my 4x 4 to get better access to areas for photography. As well walking my dog on the hills above.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text More dog on lead friendly options

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support

A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I lot of people drive or camp out to red rocks and beyond. There are a number of photographers used 4x4 to photo the southern lights. This should not be taken away. Not opposed to the drive being closed on weekends day. But it needs to cater for all.!

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 20

Contribution ID: 36819
Member ID:
Date Submitted: Aug 05, 2025, 11:48 AM

Q1 **Name**
Short Text: Carol Comber

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Priorities
In my view removing all contamination in coastal reserves is a high priority, followed by providing and protecting habitat for living things (plants and creatures), along with maintaining access for recreation and seafood gathering

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Tātou ki Uta Coastal Reserves Management Plan – Feedback 5 August 2025
Thank you for the opportunity to read and comment on Tātou ki Uta the Coastal Reserves Management Plan. I found the nature-based solutions heart-warming and the supporting descriptions were very interesting.
The Way Forward
Tātou ki Uta covers a lot of functionality, but it does not show me the way forward. For the most part, what the Plan added in terms of natural solutions, it lacked in terms of a practical assessment of the role that climate change will play over the next 20 – 30 years. Granted, the effects of storms and sea surges are dynamic and not easily projected. Page 10 describes how Tātou ki Uta fits within a broad framework of statutory, regulatory, and strategic policies, one of which is Climate Adaptation Planning processes, this is currently in development. Page 52 provides a list of coastal assets that are at risk from sea-level rise and storm surges, tabulated based on the height of the sea level rise. We understand that the future of coastal reserves and populations is very likely to be affected by storm surges and sea-level rise. Are some sectors more at risk? Could some sectors be more sheltered from the actions of the ocean? In recent years we have already seen roads damaged by storm surge in Ōwhiro Bay.

Adaptive Decision-Making
The Dynamic Adaptive Pathways Planning (DAPP) flexible approach sounds good, with its iterative approach allowing new data to be taken on board. Hopefully DAPP will also allow for the juxtaposition between natural and hard engineering approaches.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Taputeranga Island Bay Marine Education Centre (the Bait House)
Taputeranga Island Bay Marine Education Centre provides an early opportunity to apply the PARA framework (Protect, Accommodate, Relocate, Avoid) balancing ecological, recreational, community needs, and educational merit. One assumes that this model accommodates fulsome stakeholder involvement.
The Taputeranga Island Bay Marine Education Centre is housed in The Bait House on the South Coast, the building is leased from WCC. The Bait House Aquarium tanks have sea water pumped through them continually, hence its location is literally right on the coast. The Bait House Aquarium has been running for nearly 30 years and is visited by school groups and pre-school groups from around Wellington on weekdays, when tamariki can get up-close to view the sea creatures in their tanks. On Sundays the Aquarium is open to the public for a modest entry fee. Watching pre-schoolers gain the confidence to pick up starfish and place them gently back on their rock is gratifying for parents and grandparents alike. The space is chock-full of tanks containing different marine species. The youngsters who come here absorb maramatanga about these sea creatures and can go on to learn to snorkel along the Taputeranga snorkelling trail. No doubt some of these tamariki will become our marine biologists of the future.
The Bait House building belongs to the heritage of the early Italian fishermen who settled in Taputeranga, Island Bay. The Marine Education Centre is a taonga for Te Whanganui a Tara, although it could probably be more aptly referred to as a 'Hidden Gem'.
The Marine Education Centre is not run by Wellington City Council, unlike the Zoo and most of our other museums that benefit from regular funding and marketing by Wellington City Council. Nevertheless, it is a taonga, and Wellington City Council

should promote it from time to time on their weekly What's On in Wellington email newsletter, and when there are special marine-based events taking place.
Despite the wealth of benefits that Taputeranga Island Bay Marine Education Centre provides to Wellington's coastal education and recreation offering, Action 10 in the section on Taputeranga Island Bay of Tātou ki Uta baldly states "Review options for removal or repurposing of the bait house in the context of coastal hazard issues, earthquake strengthening requirements, and lease renewal".
I urge Councillors to visit Taputeranga Island Bay Marine Education Centre and see for yourselves what a valuable marine education resource the City has here.
Eke Panuku, eke Tangaroa!
Let us act together and take inspiration from the energy of Tangaroa (Atua of the Sea).

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text
The Costs
Given the possibility that enhancements to the coastal reserve areas could be very costly, it would be useful to see some very high-level ballpark estimates in the Plan (e.g. 10s of thousands, or 10s of millions). Cost is another facet in assessing proposals, and it is important for citizens to have an appreciation of indicative cost as well as scope.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox
Yes

Response No: 21

Contribution ID: 36818
Member ID:
Date Submitted: Aug 05, 2025, 11:43 AM

Q1 **Name**

Short Text: Michael Grace

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Te Kamaru Station

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Submission on the Draft Coastal Reserves Management Plan (2025)
From: Te Kamaru Station
1. Introduction and Context
Te Kamaru Station is a privately owned, operational hill-country farm located on the southwest coast of Wellington. We share a boundary with Terawhiti Farming Co Ltd to the west and south, and the property includes Te Ika a Maru Bay in the north. We also adjoin land west of Karori Stream, forming part of the westernmost edge of the area referenced—though not substantively covered—in the draft Coastal Reserves Management Plan.
We write to formally object to the plan's implied proposal to establish or promote a continuous public walking route between Owhiro Bay and Makara Beach, and to raise broader concerns about the lack of management focus in the draft plan for the coastal environment west of Karori Stream, which will directly impact the Station.
2. Objection to Proposed Owhiro Bay–Makara Walking Route
The draft plan repeatedly references the concept of a continuous coastal route, including the creation of a coastal walkway from the Te Kopahou Visitor Centre to Mākara (e.g., p.64).
As briefly mentioned this would require collaboration with private landowners in order to implement such a walkway. This would include access across Te Kamaru Station.
Te Kamaru Station objects to this proposal. We are already experiencing significant problems with trespass as walkers attempt this route under the false assumption that it is publicly accessible. We have experienced repeated incidents of trespass over the years. Issues we have to deal with include:
• Walkers ill-prepared for the remote terrain, with inadequate gear, clothing, or navigation tools.
• Multiple instances of people becoming lost, injured, or exhausted, requiring our staff to escort them out safely (at our cost and time).
• Repeated trespass onto active farmland, posing both human and stock safety, and stock disruption risks.
• Increased fire risk due to careless behaviour (including unauthorised camping, smoking, and lighting fires in summer).
The terrain in this area is steep, remote, and climatically harsh. There is no emergency infrastructure, no cell phone coverage in places, and high wind conditions are common. Promoting this area as a viable public walking route—without formal access agreements or a proper management framework—is deeply irresponsible and increases the burden on private landowners without support or consent.
We request that the final plan:
1. Removes any implied or explicit reference to a walking route between Owhiro Bay and Makara Beach.
2. Acknowledges that there is no public access through Te Kamaru Station, and that significant trespass and safety issues exist.
3. Concern About Lack of Management West of Karori Stream
The draft plan states that it applies to Council-managed coastal land "between Oriental Bay and Karori Stream." However, it then makes strategic recommendations that assume access and management beyond Karori Stream—into an area that is largely private farmland with no Council presence, oversight, or partnership. This is a fundamental inconsistency.
Te Kamaru Station is deeply concerned about the lack of strategic management, investment, and oversight for the landscape west of Karori Stream, despite this area experiencing some of the most pressing challenges, including:
• Unmanaged public access through remote terrain.
• Increased 4WD, illegal harvesting, and freedom camping near the boundary of public and private land.

• A rising fire risk, especially during summer, exacerbated by climate change and unauthorized public use.
• The degradation of wildlife habitat and remnant native vegetation from unmanaged recreational impacts.
While the Council cannot manage private land, it has a responsibility to develop appropriate frameworks, partnerships, and policies for interfacing with these areas.
At present, the plan:
• Ignores the challenges facing landowners like Te Kamaru Station.
• Makes access-based recommendations without consultation or agreements.
• Offers no tangible solutions for improving oversight or managing risks beyond its current network of reserves.
We urge the Council to:
• Develop a clear strategy for engagement and coordination with private landowners west of Karori Stream.
• Recognise that simply promoting access without managing the consequences creates unacceptable safety, environmental, and economic risks.
• Support fire preparedness and habitat protection by working with landowners and Fire and Emergency NZ (FENZ) to reduce fire ignition risks in unmanaged access areas.
4. Property Rights and Stewardship
Te Kamaru Station is not averse to public recreation when it is well-managed, consensual, and safe. However, the implication that private farmland can be traversed without permission or planning is inconsistent with New Zealand's property rights and undermines the goodwill of landowners who are doing significant work to protect the landscape.
We are committed to:
• Protecting biodiversity on our land, including fencing and pest control in areas of ecological significance like Te Ika a Maru Bay.
• Maintaining access tracks for operational and conservation purposes.
• Working in partnership with local iwi and neighbours when aligned values and planning processes exist.
But we cannot and will not support access proposals that jeopardize safety, conservation outcomes, or the legal integrity of private land.
5. Recommendations
We request that the final Coastal Reserves Management Plan be amended to:
1. Remove all references to a public walking route from Owhiro Bay to Makara Beach and avoid implying public access through private property west of Karori Stream.
2. Recognise the growing risk of fire, illegal access, and environmental degradation in this unmanaged area and support a proactive management response.
3. Stop all 4WD access west of Karori Stream.
6. Conclusion
The coastal landscape west of Karori Stream is one of Wellington's most beautiful and vulnerable environments. As landowners, we are already doing the work of caretakers—but we need the support of a public management framework that is coherent, respectful, and safe.
Te Kamaru Station strongly objects to the proposal of a coastal walking route crossing our land, and we urge the Council to reframe its approach to access, risk, and responsibility in the unmanaged western extent of the coastline.
Te Kamaru Station
August 2025

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 22

Contribution ID: 36817
Member ID:
Date Submitted: Aug 05, 2025, 11:38 AM

Q1 **Name**

Short Text: Margaret Earle and Graham Leslie

Q2 **Suburb**

Select Box: Mount Victoria

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: We fully support this core value. Active partnership with mana whenua is essential to honour our past, create a present that is equitable and build the best future we can. It is great to see growing recognition and emphasis on the important sites for tangata whenua along the Wellington coastline.
We really appreciate the information included in the draft coastal plan about the history of the coastline and the places of special significance to Maori, as well as explanations about the meanings of the names of locations around the coastline. We support restoring traditional Maori place names and strengthening the use of te reo Maori. Many Wellington residents are unaware of the history of our local environment and there is great value in making this information more accessible.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: We agree that the Wellington coastline is a valued and important recreational space for residents and those visiting Wellington. We think it is important that these opportunities are accessible to all, while at the same time protecting the ecology of the coastline.
As whanau we use a variety of spaces along the Wellington coastline for different recreational activities, including our grandchildren playing on the Lyall Bay beach playground, sailing in Whanganui a Tara and walking the coastal tracks.

More feedback on this value is provided in the additional comments section below.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Te Kopahou and coastal route
Historic baches at Mestanes Bay and Red Rocks: Last summer we spent time exploring Rangitoto Island in Auckland, which is also a location for historical baches. One of the baches there has become a bach museum run by a community trust and several can be booked for overnight stays. The baches provide a sense of history and add to the heritage values of the island. We strongly support the proposal to explore potential public use options for the remaining historic baches on the south coast if the ownership of any of them reverts to the Council. It would be sad to see them demolished,
We also strongly support the continuation (and expansion if possible) of the freedom camping area near the visitors' centre.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Akautangi – Cobham Drive to Point Jerningham
Proposal to transform Akautangi/Evans Bay Marina Precinct into a coastal recreation hub by upgrading facilities to support water-based recreation and improved public access.
Evans Bay has been and continues to be an important place for our whanau to recreate. Our (now adult) children

attended Britannia Sea Scouts which has its hall among the boat sheds between the yacht club and Cog Park and uses one of the garages at Cog Park. We were leaders at Britannia Sea Scouts and really enjoyed teaching young people to sail and respect the sea and land environments. We are expecting that our grandchildren will join Britannia Sea Scouts and have the opportunity to learn to sail in the bay.

We are members of the Evans Bay Yacht Club and keep a trailer yacht there. It is great to see that the Council is proposing to upgrade the facilities in the marina precinct to support water-based recreation and improve public access.
The public boat ramp is widely used by Club members and the public. We are always impressed by those using the ramp cooperate together in a confined space and help others when they experience difficulties. The concrete ramp can become very slippery. Some years ago I (Margaret) slipped over when we were launching our boat and sustained a significant head injury. If there is going to be greater public use of this ramp, we would encourage the Council to look at improving the surfacing of the ramp. Also, to look at what improvements can be made to enable boaties and others to use the ramp more efficiently for launching and retrieving and avoid impeding access of other ramp users.

Launching and retrieving boats (and moving boats from the Evans Bay trailer park) requires boaties to use their cars. Once the boat is in the water they need somewhere to park both their car and trailer. There is some parking for car and trailers by the boat ramp but often this is crowded and difficult to navigate. This problem is compounded when a regatta or other event is held and boats and trailers from other locations come to use the ramp. With greater use of the ramp there will be increased pressure on the limited boat and trailer parking (and you can't bring your trailer yacht or waka on the bus!!)

One facility that would be great to have near the Evans Bay public boat ramp are outdoor showers for all water users, including swimmers and boaties. This would be a great asset for water-based recreation in the precinct.

One group affiliated to the Evans Bay Yacht Club is Sailability Wellington. Sailability uses modified boats to teach disabled people to sail and enjoy the water. Our daughter was sailed with Sailability when she was younger. The yacht club has designated some of its car parking for mobility permit holders, but this is at a premium on the days when Sailability boats are on the water. Sailers and their support people need adequate parking in order to make use of this great opportunity.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Further feedback on Value 2 – Whai Wahi
Creating access for recreational opportunities that are accessible for all requires more than pathways and ramps. Our adult daughter is a wheelchair user and so we are very aware that many spaces have difficult physical access. We appreciate that recent improvements along the coast have incorporated additional wheelchair access. This is important not just for wheelchair users but also for people with other physical disabilities, families with young children and older people. For sites along the coastline to be accessible for these groups there also needs to be

adequate parking close to recreational spaces. Without sufficient parking the sites become inaccessible for people with restricted mobility or mobility impairments. This includes families with young children. Our daughter uses a car to get around the city to those places where there is no or limited public transport. However, she is limited in the distance she can physically wheel from her car.

Recreational activities also need to be affordable in order to be accessible. Most of the clubs and organisations around the Wellington coastline are run by volunteers. They try to keep their fees low so that everyone can participate in their activities. For instance, Evans Bay Yacht Club runs learn to sail programmes and sailing for secondary school students. It also has Sailability and the local waka ama group as affiliates.

In Wellington you don't have to be a millionaire to go sailing or own a modest boat. Sailing is a recreation that is available to anyone who is enthusiastic. That is great. However to maintain this, it is important that the costs charged to community groups using Council owned land and facilities along the coastline remain reasonable. Otherwise, the costs of the recreational activities will escalate and they will become unaffordable for many Wellingtonians.

Access to the coastline is also important for visitors to Wellington. Some visitors come from around Aotearoa and others from overseas. Central government is promoting overseas tourism. Wellington is the gateway to the South Island for those travelling by road. Wellington has also increasingly become a destination location itself, including those travelling in campervans, and on cruise boats. Currently there are no commercial camping grounds in Wellington City, which means the freedom camping sites at Evans Bay and Te Kopahou Visitors Centre Carpark are critical to Wellington's tourist infrastructure. The Evans Bay freedom camping area is often full quite early in the day. There is a need for more campervan and caravan overnight parking near to the CBD and not too distant from the ferry terminals. This could include options other than freedom camping. For instance, the KiwiCamp initiative (https://kiwicamp.nz/) provides camping locations where you pay for the services you need.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 23

Contribution ID: 36815
Member ID:
Date Submitted: Aug 05, 2025, 11:37 AM

Q1	**Name**
Short Text	William Moore
Q2	**Suburb**
Select Box	Island Bay
Q3	**Email**
Email	[redacted]
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Strongly support
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q10	**Please let us know a bit more about your choice.**
Long Text	We should recognise & support mana whenua's long presence here.
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat support
Q12	**Please let us know a bit more about your choice.**
Long Text	Protection of the natural environment should take precedence over recreation & commercial activity etc.
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q14	**Please let us know a bit more about your choice.**
Long Text	
Q15	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Natural processes will always win out, so we should embrace them.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I live in Island Bay so feel qualified to comment on Taputeranga | Southern Bays.

I support renaming of Shorland Park to Te Mapunga Park.
I initially had misgivings because I was under the misapprehension that it was named after Dr Brian Shorland, the research scientist who had a strong association with the south coast. Knowing it was named after a local Councillor has overcome those feelings. If there is considerable opposition, maybe Te Mapunga/Shorland Park would be a workable compromise.

"8 Investigate long-term resilience options for the Sirens Rocks carpark to address overtopping swells and coastal hazards."
This carpark is built on the overburden from the quarry opposite (behind the Ginty's/dive shop building) that was dumped on the foreshore. Following the "Nature first approach to resilience", the carpark should be removed and the area restored. Likewise, much of the road along The Esplanade has space used as car parking between the footpath and the beach. This should be removed to allow the foreshore to be restored & then maintained. There is space for parking on the side of the road as occurs in most other places.

The bait house in Island Bay is iconic because of its appearance in known art works. On balance & in keeping with the principle of maintaining & restoring the natural environment it should probably eventually be demolished. Those art works will always be a reminder of it.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

My earlier comments about parking on the foreshore should probably have gone here, please consider them.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 24

Contribution ID: 36812
Member ID:
Date Submitted: Aug 05, 2025, 11:29 AM

Q1 **Name**
Short Text: Barbara Fill

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text: I submit that there is a significant conflict with dogs off leash in the coastal environment in particular in the area of the marine reserve.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Having been involved in coastal restoration for over 20 years I have seen a significant change to the protection of dune systems and how where maintained can enahce the protection and enjoyment of the marine area.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text See comment above.

In particular the dune system in Island Bay is working well to protect coastal infrastructure despite the intense storm systems we are experiencing.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays
Hue te Para
Lyall Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text All areas are significant and the plan generally provides for the different ecosystems and use.

While I note that it doesn't cover drainage issues and also roading /slip issues which are threatening coastal areas these need to be addressed.

The issue of unleashed dogs needs to be revised.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support

A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 25

Contribution ID: 36811
Member ID:
Date Submitted: Aug 05, 2025, 11:27 AM

Q1 **Name**

Short Text: Eric Farmer

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: I STRONGLY OPPOSE 'Managing coastal leases and commercial use for public benefit'. I support the OTHER points on the 'Value 2' question, so have put 'somewhat oppose' just to ensure this note is read.

Relating to commercializing coastal leases, in particular the Baches at Red Rocks...

->> Page 64, under 'b.'
"ii. Explore potential public use options... implementing a 'book-a-bach' system"... this would be a monumental mistake!
The intention may be well meaning, but in reality it will eventually result in the RedRocks baches essentially becoming tourist holiday houses. And that contradicts what we all desire to preserve; (as reiterated by this 'Coastal Reserves Management Plan' itself.
(1) it could destroy the 'wild & barren shoreline' beauty.
- WellingtonNZ.com describes RedRocks walkway as a "wild and barren shoreline". (https://www.wellingtonnz.com/visit/trails/waimapihi-reserve-brooklyn-turbine-and-te-kopahou-reserve/red-rocks-coastal-walk). We need to be vigilant to preserve this raw, ruggedness.
(2) there is no need for them to be book-a-baches:
- There are other accommodation options close by (I can see 100+ on www.bookabach.co.nz in Wellington south area).

->> Page 64, 'b', "iii. Prohibit... permanent living in baches."
Why? It seems unnecessary and again, this Coastal Plan document itself states that having lease-holders in baches will "enhance park safety by ensuring a surveillance presence in remote areas" (page 63). For example, a few years ago a bach resident swam out to save a struggling swimmer. (was in the news)
It is clearly a GOOD thing to have the residents there.

Why can't we just keep the baches with the lease holders and their families? That would...
1. maintain the historical atmosphere and 'remote' beauty of the coast, avoiding it becoming 'touristy'.
2. maintain a LOCAL presence in the baches who are knowledgeable to the area, respectful of the local history and accountable to council.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text This reinforces my concern about commercialization of the baches (detailed in my 'Value 2' comment).

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text I agree. As part of this, let's allow our local families to educate their children and future generations through shared experiences along the coast; please think very carefully before removing any access.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I am a local who has spent hundreds of hours out at Red Rocks over the years, diving, walking, driving, observing, learning, educating, sharing, caring.
I believe some proposed changes to Red Rocks track are counterproductive &/or in conflict with those 'environmental goals'.

_____
1. BACHES; Please refer to my comments on 'Value 2' question. I have serious concerns about commercialization of the baches!

_____
2. Restrictions to VEHICLE ACCESS:

->> THE LAST OF ITS KIND;
Red Rocks is a hidden gem; how many other cities anywhere have a rugged and beautiful offroad track so close to a city, shared and enjoyed by walkers, cyclists, vehicles alike for generations?
Let's not cut off one of these visitor groups, or we may (unnecessarily) snuff out part of what makes Red Rocks so unique and special.

->> ENVIRONMENTAL IMPACT: If this is the reason for cutting back vehicle access, we should equally close the track to all humans right? By that logic, should we remove all humans' access to the entire Wellington coastline? Of course not (for many reasons outlined in the Coastal Plan).

True that vehicles have an impact like anything else, but let's remember that "90% of visitors are on foot" (page 63), and, for example, although dogs are not allowed to be off leash, there are off-leash dogs out there every day. Off-

leash dogs can scurry up the embankment, disturbing the terrain, habitat and potentially killing wildlife. Not to mention the dog poo plastic bags that are often left along the track by walkers.

I love dogs, and it is a great place to walk them. My point is just that we need to consider all visitors equally. The current Coastal Plan Draft conveys that Red Rocks vehicles are a problem to cull, whilst rule-breaking, littering walkers are left unchecked.
It comes across as biased, and hints at a lack of firsthand understanding about vehicle users; There's more to us than meets the eye.

->> EDUCATION; The majority of Red Rocks vehicle visitors are respectful, environmentally mindful people, many of which have children who get valuable education and experience on how to enjoy nature whilst respecting it, through the avenue of a somewhat 'offroad' adventure. There are aspects of this that cannot be taught on a walk.

I'm sure we all agree that education is a vital element for long term protection of our coast. We should encourage and empower the education of current and future generations of the precious and beautiful coast around our great city.

->> ACCESS; I am a passionate freediver, and having to walk for 40+ minutes with all the gear to get to the good spots is not feasible. Culling vehicle access strips us of more than just the driving itself.

...
In Summary, breathing in the ocean air and being a part of nature is invaluable to our wellbeing as individuals and community; please be aware that culling vehicle access will rob a group of Wellingtonians of family memories, generational education opportunities, community, health and wellbeing, and feeding their souls with nature's beauty.
...

->> POACHING* - Poaching is everywhere; not limited to Red Rocks. Cutting people (vehicles) off from Red Rocks simply SHIFTS the problem to other areas.
*Regarding POACHING in general, if helpful for further discussion:
To make noticeable change to pouching, we need harsher / exponential penalties (Black market Paua business is lucrative, and current penalties clearly aren't sufficient incentive to stop)

Case and point; in June this year a man was caught with 619 Paua! That's over $8,000 worth of black-market product. (math calculated from referring to another case from June involving 1,863 paua, where nzherald noted it was work approx $25,000)
https://www.nzherald.co.nz/nz/mpi-officers-seize-619-paua-during-porirua-raid-man-jailed-for-more-than-two-years/Z2C7QOGF5VA7VAYEXH43CLF33M/?fbclid=IwY2xjawL9XT1leHRuA2FlbQIxMABicmlkETFUcTBtb2JzQUo0bHI4ZnlkAR7bKXOYNRJGTQNtba7q9S5XGM7Tt_wGqh891MU4Ciw7qJubnrrGqCfIB-IIaA_aem_6eyOmBLX0gyTxd68YoCQEQ#google_vignette

That same man was arrested in 2018 for pouching, so clearly the system isn't harsh enough to stop him.
Increased penalties would be good to see; it would provide revenue to better support the fisheries officers, and fund environmental education initiatives to encourage current and future generations respect our environment, all of which cyclically feeds itself to weed out both the current and potential future poachers.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Don't know
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Don't know
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Planning for sustainable preservation of our coastline is vital. Thank you.
However, some proposed ideas particularly for the Red Rocks coast are concerning, unnecessary and I believe there are valid reasons to refrain from making those changes. Please read my comments in the 'Value 2' question, and the 'Te Kopahou coastal road' section.
Thanks for your time.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 26

Contribution ID: 36810
Member ID: 1225
Date Submitted: Aug 05, 2025, 11:22 AM

Q1	**Name**
Short Text	Benjamin Swale
Q2	**Suburb**
Select Box	Karori
Q3	**Email**
Email	[redacted]
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Strongly support
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q10	**Please let us know a bit more about your choice.**
Long Text	
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q12	**Please let us know a bit more about your choice.**
Long Text	
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q14	**Please let us know a bit more about your choice.**
Long Text	
Q15	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I am hugely in favour of "Pursue the vision of a historic coastal walkway" mentioned on page 64. This would be an exciting opportunity for residents and our local tourism industry. There could be considerable possibilities for new income streams for private landowners along this route too. I would be keen to add the option of making shorter trips via opening up the paper road/easement along the Karori Stream for consideration too. This would offer potential to link up with Makara Peak Mountain Bike Park.

I support Management Approach c on page 66 - "Allow the unformed coastal route in Te Kopahou Reserve to recede naturally". Maintaining this road at huge ratepayer expense is unnecessary, especially since it encourages poachers and causes lots of disturbance from an endless stream of vehicles.

Regarding Action 2 in the Te Kopahou Coast and Coastal Route Action table. I am really in favour of this. The eradication of pests in the Predator Free Wellington Plan could offer exciting opportunities to bring back the seabirds (e.g., black petrels, storm petrels, prions, and shearwaters) which were almost certainly once an integral part of this ecosystem (but are mostly only now seen on offshore islands).

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I personally love the option of occasionally kayaking out to Taputeranga. I hope that public access can be maintained. If human visitors are an issue for the birdlife there, would it be possible to focus on public education aimed at limiting noise and disturbance to the birdlife? I would guess most people who venture onto the island are interested in conservation and the outdoors and would be very willing to comply. Perhaps there could be a designated landing site and track up to the summit. It's certainly always a bit of a thrill to go there and experience the beauty of the south coast from this point, and it would be a shame to lose the possibility of this experience. I agree with Action #11 on page 48 about providing stronger protection for seabirds in legislation here to ensure clarity that dogs should never be brought onto the island.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Regarding Action 5 in the Mātai Moana coast Shelly Bay Road and Massey Bay Road Action table: I'm very much in favour of this. In 10+ years of living in Wellington and visiting the area (to enjoy the views and to visit the Chocolate Fish Cafe, the Massey Memorial and bunkers above, as well as Scorcherama), I have never once driven from Scorching Bay around the coast to the Miramar cutting - I've always taken the 'clockwise' route. I suspect this action would not inconvenience many people at all, and yet make the experience much better for walkers. What I would say though, is that there are very few walkers compared to cyclists! If this plan goes ahead (which I hope it will), I would be very keen that it accommodates space for cyclists fully separated from vehicular traffic. I also enjoy cycling around here and would appreciate not having to worry about traffic approaching from behind.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 27

Contribution ID: 36807
Member ID:
Date Submitted: Aug 05, 2025, 11:06 AM

Q1 **Name**
Short Text
Dean Mclaren

Q2 **Suburb**
Select Box

Q3 **Email**
Email

Q4 **I am making this submission:**
Multi Choice
as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice
No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q10 **Please let us know a bit more about your choice.**
Long Text

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q12 **Please let us know a bit more about your choice.**
Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q14 **Please let us know a bit more about your choice.**
Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

5 August 2025

Dean McLaren - Private Individual Submission on the Wellington City Council draft Coastal Reserves Management Plan

1. Introduction

I am submitting this submission as a private individual. I have not submitted my submission comments through Wellington City Council's (Council) online survey or paper submission form. I do not wish to present my submission in person.

Please note that the information, research and data identified in the submission reflect my research and thoughts only. I do not pretend to be a marine biologist, ecologist or planner, so forgive me for what are inevitably a wide range of incorrect assumptions and omissions!

Congratulations on producing the Coastal Reserves Management Plan (Plan), which has specific aims (Pathways) to enhance ecosystems and biodiversity, while having a focus on specific coastal reserves and stretches of coastline.

The plan is an excellent step to achieve the enhancement of coastal ecosystems.

My submission doesn't focus on the Plan itself, but recommends how it and other strategies, plans and initiatives, could better achieve their ecosystems enhancing aims.

2. Recommendation

It is recommended that the Council consider the content of this submission, agree that a Framework approach needs to be investigated, and take the lead to seek support from key stakeholders to establish a multistakeholder & multidisciplinary Working Group.

The Working Group's terms of reference could include producing a feasibility study that reviews this submission's content and details the potential development of a Framework approach.

3. Ecosystems are deeply interconnected and don't respect artificial boundaries.

Ecosystems are deeply interconnected, and environmental research, policy and management should be too . Ecosystems do not fit within discrete human determined boundaries or jurisdictions. This means the ecosystems and biodiversity identified in the Plan's reserves and portions of coastal margin, are also dependent on the health of different ecosystems of the wider marine, coastal and inland environment. For example, many seabird species identified in the Plan and Our Natural Capital (ONC) require healthy coastal ecosystems to nest but are also dependent on the health of the wider marine ecosystem for food. This may mean the Plan's focus on restoring the health of identified reserve related ecosystems will be premised by degraded marine ecosystems that limit the abundance of marine sourced food.

There is increasing evidence of depleted coastal marine ecosystems. The stresses on our coastal-marine and inland ecosystems are clearly outlined in the Plan, ONC, many state of environment reports, and the myriad of research papers including those by Council. Our knowledge and research on the coastal marine ecosystems is extremely limited . There have been reports of mass deaths of seals, penguins and sea birds along New Zealand's coastal marine environment due to starvation - with some scientists pointing to climate change impacts such as changing fish migration patterns, more extreme weather events, and species competition for declining food sources with commercial fishing.

Collectively, marine, coastal and inland ecosystems are interconnected and interdependent on each other for their individual and collective health and resilience. This may mean management of a wide area sufficient to connect all these ecosystems.

4. An Ecosystems focused Strategic Framework and Management Arrangement

Optimising the health and resiliency of Wellington's interconnected marine, coastal and inland ecosystems could maximise the Plan's coastal ecosystems aims beyond what it could achieve in isolation. Therefore, it is recommended consideration be given to develop an overarching strategic framework and management arrangement (Framework) covering an area containing Wellington Harbour and periphery, Wellington's south coast and Council's inland territorial boundary.

Additionally, some consideration could be given on how Cook Strait, because of its unique deep-water ecosystems and marine biodiversity, could be better managed.

Currently, it is difficult to determine how the Plan's policies and implementation are integrated and coordinated with other Council and key external ecosystems focused strategies, plans and initiatives. It is suggested a Framework approach could achieve this by illustrating how they collectively operate to optimise the health, resilience and interconnectivity of Wellington's marine, coastal and inland ecosystems.

Both the Plan and ONC identify coastal marine management is a shared responsibility, and each identifies the relevant legislation, statutory and non-statutory plans, agencies and stakeholders. They also contain a significant number of goals, objectives and actions that relate to working with various partners (on different focus areas). However, the actions appear to have different funding statuses, priorities and time frames. There is no real clarity on how the Plan and ONC align with the strategies, plans and initiatives of the identified agencies and partners. For these reasons a Framework could be developed that illustrates the integration and coordinated implementation of the various ecosystems enhancing documents and initiatives.

While there is ongoing and significant work undertaken by Council with key stakeholders, partners and community groups, it is suggested that a Framework approach could also enhance this good work.

A Framework could have a range of benefits including:

- Capture an area that incorporates Wellington's marine, coastal and inland ecosystems, of a size that will ensure inter-connected collective and individual ecosystems health and resilience – identified to include Wellington Harbour and coastal periphery, Wellington's south coast and Council's inland territorial boundary.

- Create numerous co-benefits including increased economic activity, increased recreational opportunities and experience, and enhanced community well-being. Protecting marine hotspot/ecosystems can increase the number and size of snapper and crayfish that naturally predate on kina which could significantly reduce kina barren, and enhance the experience of recreational fishers who target these species.

- Provide an architecture that comprehensively integrates and aligns ecosystems focused statutory and non-statutory strategies, plans and initiatives and, relevant legislation. The plans and initiatives would include Wellington's regional plans, NZ Coastal Policy Statement, Council's District Plan, Zealandia, Predator Free Wellington, Otari, Capital Kiwi, Matiu Island, Taputeranga Marine Reserve and ONC (with a Framework providing the opportunity to review this 2015 document).

- Collate, and be a centralised information source, of the key coastal marine issues and stressors impacting on Wellington's marine, coastal and inland ecosystems.

- Provide a management arrangement and governance group that could maintain a watching brief with responsibilities including:

- liaison with key agencies, stakeholders and community groups.
- ensure strategies, plans and initiatives are better aligned
- Identify how strategies, plans and initiatives can leverage enhanced co-benefits off each other and assist coordinate their implementation to enable the efficient, effective and targeted use of resources.

- A governance arrangement based on partnership with iwi, representatives of key stakeholders, and collaboration and links to the numerous local regional and national agencies and community groups working to enhance ecosystems and biodiversity.

5. Feasibility Study

It is recommended that a Working Group is established with a terms-of-reference to include undertaking a feasibility study. The feasibility study would include evaluation and quantification of a Framework as identified in Section 4 of this Submission - and include the following.

1. An extensive review of the necessary information to provide an evidential basis to evaluate the potential for establishing a Framework approach – this could include a literature review, scientific research and draw on national and international experience and research.

2. Evaluate and identify the architecture and governance arrangements for an overarching strategic framework and management arrangement (Framework) as a vehicle to accelerate and optimise the interconnectivity, health and resilience of Wellington's marine, coastal and inland ecosystems.

3. Review and confirm the area to be embraced by the Framework.

4. Provide a comprehensive evaluation of Wellington Harbour's marine ecosystems hotspots including those for potential enhanced protection.

5. Identify the key ecosystems focused statutory and non-statutory strategies, plans and initiatives to be embraced by a Framework's ecosystems and biodiversity focus, review how well aligned they are, and any recommended changes to enhance alignment and implementation efficiencies.

6. Identify the relevant legislation, national documents and New Zealand's international commitments that support and provide the mandate for the Framework.

7. Undertake a socio-economic analysis of the potential multiple benefits generated by a Framework e.g. increased tourism and local economic activity.

8. Consider if the Framework could include a watching brief over the ecosystems of Cook Street which contain unique deep-water ecosystems and biodiversity e.g. seabirds such as albatross.

6. Wider Opportunities

The following provides a wider suite of potential opportunities that that the Working Group could be mindful of.

• High support and involvement of Wellingtonians who could be considered ecosystems knowledgeable. Jim Lynch, Zealandia founder, has estimated the number of Wellingtonian's involved in ecosystem and biodiversity enhancing related initiatives has grown from around 200 in the early 1990's to around 20,000 today

• The potential for the Framework to align with and promote wider 'natural' attractions such as:

• The Harbour periphery's numerous intimate beaches and seaside communities, Matiu Island, the eastern periphery's regenerating bush and the western boundary where Te Ara Tupua's shared walking and cycling path

connects Petone to Wellington.
• Other natural environment attractions including those located in Kapiti Coast and Hutt Valley .

• Potential to establish a research and education hub to:

• attract local, national and international research on a wide range of areas including ecosystems resilience, biodiversity, marine science and impacts of human activities – these could include identification and management of ecosystems stressors from sedimentation and stormwater to invasive coastal marine species and advancing kina barren.
• focus on climate change impacts from increasing seawater acidity and warmth to increasing weather events and intensity, with a wide range of benefits including informing ecosystems restoration, recreational and commercial fishers, and climate adaptation.
• Partner with academic institutions including universities research and academic learning.

• Investigate the range of potential economic, recreational and community well-being benefits generated by establishing healthy and resilient marine, coastal and inland ecosystems including:

• Identify tourism and recreational opportunities. For example, the UN's Second World Ocean Assessment report identifies tourism growing at 6% a year with coastal tourism a substantial proportion. Snorkelling and scuba-diving in marine areas is a significant element of an emerging tourism venture and, of significance to New Zealand, birdwatching continues to be a significant element of coastal tourism, as does whale watching.

• Potential for increased economic activity and housing development. For example, growth for the retail, entertainment, accommodation and cafe sectors, and increased patronage for Wellington Airport, inter-island and Harbour ferries. People attracted to live in Wellington due to increased job opportunities and experience healthy biodiversity.

• Consider the merits for establishing Wellington Harbour as a Marine Protected Area (MPA). While the Framework is focused on interconnected ecosystems, there may be an opportunity to establish Wellington Harbour as an MPA.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 28

Contribution ID: 36806
Member ID:
Date Submitted: Aug 05, 2025, 10:58 AM

Q1 **Name**

Short Text: Darren Hoskins

Q2 **Suburb**

Select Box: Ōhāriu

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: Mestanes Bay bach current ownership historical and generational claims to be strongly considered as the licence signing was based around good outcomes for both the current owners and the Council.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Mestanes Bay Baches

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Mestanes Bay Baches

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Council submission
As a bach owner at Mestanes bay , I am concerned about several issues ,
1. access being restricted to baches and 4 wheel driving in general along the coastal route.
2. The current Coastal lease on the bach and condions in the future being altered and The right to occupy anytime
3. Guardianship of the local area around the baches.
1.
I strongly oppose Restrictions on 4wd access to the coastal route, including a permit system which would result in unnecessary expense and hassle to users to navigate the route.
It is marked as a public road and 4wd adventure area on maps and should remain open to the public, very little damage occurs to the road and area through 4wd use especially compared to the frequent storms and swells along the coastline.
It is one of the very few places in Wellington to be able to enjoy off road driving without many restrictions.

Alleged antisocial behaviour in the area is unfounded, according to council records there were 155 complaints of antisocial/ driving behaviour received last year and NONE of them were between the Te Kopahau carpark and the coastal track and none involved motorcycles or 4wds. The complaints were in other areas.

Poaching occurs all long the coastline, not just the coastal track, shutting a small section down will make very little difference to a black market trade , It won't stop boats from going past the gate.

2.
The current leases for baches at Mestanes bay and red rocks were implemented 11 years ago after generations of people and families occupying baches, some living permanently on site. We were forced to sign the lease under threat of removal of baches. At the time there was very little consultation and no discussion or compromise to the list of rules and demands made by the council. There was a promise of consultation at the end of the 33 year period of the leases, on the future of the baches and the owners retaining them, Their historical protection and generational claims to the batches that needs to be strongly recognised and considered before any decisions are made regarding the future and change of ownership.

The Lease agreement stated that the owners are not permitted to sublease , charge out, mortgage , rent or hire. their own bach.
Yet in the management approach to the plan is to gain ownership and implement a book-a-bach scheme or let Mana Whenua to control of the baches. That is just a slap in the face for bach owners who have spent years/decades/generations maintaining, repairs, reroofing and repainting and caring for their own bach, so the council can reap the rewards of our hard work and care. Taking away from the next generation of family ownership.

3.
Guardianship of the local area.
With generations of people have lived permanently in these baches, to those who just stay on occasion, it has always maintains a presence in the area.
In the Lease agreement, there is no mention of no permanent living in the baches. But in the management approach plans to prohibit permanent living.
All of the owners, sometimes on a regular basis, have helped in emergencies, such as rescuing injured or unwell people, helping people caught out in adverse weather conditions, stuck or broken down vehicles or bikes, returned people to the carpark if needed, Also rendering service to other minor occurrences in the area.
Bach owners also regularly remove hazards and rubbish from the beach area when necessary and maintain a watchful presence on the coast.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 29

Contribution ID: 36805
Member ID:
Date Submitted: Aug 05, 2025, 10:46 AM

Q1 **Name**

Short Text: Aidy Sanders

Q2 **Suburb**

Select Box: Melrose

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: like many others I have chosen to live on Wellington's South coast because i love the chance to feel connected to the ocean, and spend time with it's many states. whether that is witnessing the raw power of a huge storm system humbling me a s a human, or the oppourtunity to spend a cal relaxing day on tthe beach in the summer.
we are truly lucky to have the oppourtunity to walk, surf, swim or paddleboard on the ocean, and there is nothing that brings me more peace than Kitesurfing amongst the waves, knowing home is just up the hill, or walking down to the beach to take my daughter to surf lifesaving.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Hue te Para
Lyall Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

I live above Lyall Bay, and have enjoyed world class kitesurfing there since i moved to Wellington 12 years ago. We have restrictions on where we can go due to the airport , but this is reasonably self managed by the kite community, there is a recognised launch spot at the western end of the bay, which isn't perfect due to wind shadow but provides for a sense of community and safety in numbers.
Generally when the wind is good for kiting, there aren't too many other beach users, as 35km/hr Southerly winds tend to make families pack up and head home, and 65 km/hr storms mean only the hardiest dog walkers are out, but on a good 40km/hr day there can be 30 or 40 kiters riding the waves, thrilling passers by with their jumps through the course of the day.
One of the best kitesurfers in the world Marc Jacobs regularly comes down from Auckland to test new kites and ride Lyall bay in a Storm, and watching him throw huge jumps and spinning tricks 20 metres up is a sight to behold from the Maranui for kiters and diners alike.

Unfortunately without any notice or consultation at the beginning of 2025, a load of sharp edged posts and rope were haphazardly erected along this part of the beach, apparently to improve dune management. within a week i had witnessed two occasions of kites coming into contact with these posts and getting torn.
My opinion is that these posts are an accident waiting to happen, reducing available beach area for launching kites, and drastically reducing the run out area if something were to go wrong such as a kite caught on the posts, or a control line got snagged and sent the kite into an uncontrollable loop. Worse still if a kitesurfer were to stumble, or lose their footing in an unexpected gust they may get dragged along the beach and hit the posts with life changing consequences.
Kiting has some risks, but we have developed very good safety systems and practices to deal with them. But still landing and launching are the riskiest part of the activity and this is made worse if the beach space is reduced by other beach users or tide states. When you suddenly add in regularly positioned, sharp edged posts downwind (the most dangerous area) of the kiter, any incidents become more consequential and you increase the risk to participants considerably.
There was a tragic incident a few years ago in Tauranga where an experienced kitesurfer was thrown into a post in a Council reserve after he launched his kite. He unfortunately died at the scene from the trauma, and the coroner's report refers to the lack of space available being a contributing factor in the death.
To several of us in the kite community the erection of these posts scares us, and has changed the risk and appeal of kiting at lyall bay.
The draft management plan talks of promoting wind sports such as windsurfing and kitesurfing, being important to recreation on the south coast. I'm not sure this is accomplished by installing beach obstacles.

It is my opinion that these posts present an avoidable health and safety hazard, which was not considered by council when it decided to erect them . The sea has washed all of these posts away once last April , but they have since been replaced in a manner that seems to reduce the available beach area for launching even more.
We would recommend the section of Lyall Bay to the west of the Maranui to consider using another method to rebuild and protect the dunes, to avoid a foreseeable life changing accident happening in the Bay. The use of much lower round posts with rounded edges and some hessian netting could help trap blown sand and help restore the dunes without presenting such an ugly and sharp hazard.In their present form the posts do little to catch sand, or

prevent small children running into the dunes, they do catch piles of driftwood which then damages them and weakens them in a storm surge, as well as damaging expensive gear and making it harder to get onto the beach.
The current sharp edges are completely unsuitable in a beach setting, Council wouldn't build a playground in such a rough and ready manner, so why install such a rough and wonky fence?
If they remain as they are there is a likelihood that some kitesurfers will start rigging and launching from other areas on the beach, putting them nearer to the swim flags and closer to other beach users, which is not ideal for our community, our safety or the experience of others.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 30

Contribution ID: 36804
Member ID:
Date Submitted: Aug 05, 2025, 10:39 AM

Q1 **Name**

Short Text: Dean Stanley

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Worser Bay Boating Club and The Boat & Beach Wise Trust

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Te Whanga Rāwhiti
Eastern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Tena koutou katoa
We write to commend Wellington City Council on the publication of Tātou ki Uta, the draft Coastal Reserves Management Plan. In addition to this written submission, we would like an opportunity to present an oral submission to councillors at your convenience.
Please find following the specific points we would like to raise:
1. We endorse and support the five values and pathways that reflect what matters most to Wellington's communities in managing coastal reserves. We believe we have a role to play, and things to offer, in each of the values and pathways and would like to work with council to bring this to life.
2. We note that the coast is divided into eight management areas in the draft plan and understand that Worser Bay is part of Te Whanga Rāwhiti, the Eastern Bays management area, which extends from the Southern end of Seatoun Beach to the Northern end of Scorching Bay. We have 100 years of experience in operating in the area from Seatoun Wharf to Taipakupaku Point and see this as the area where we can offer most support to council.
3. We support the management approaches that are outlined in the plan in our area and would like to explore further with council the following:
3.1. We endorse the plan to recognise and interpret the historic sites of Te Whanga Rāwhiti sector, including at Worser Bay by integrating cultural narratives into reserve management, signage, and storytelling initiatives. We draw your attention to work we have underway in this regard through Whaka Te Arawhiti our plan for reflecting and telling the stories of those who have come before us in, on, and through our place (see appendix 1). We would like to work with council on the implementation of this plan.
3.2. We endorse the plan to balance recreation and environmental management at Worser Bay by enabling space for sailing, events, and surf lifesaving activities while not making too much of an impact on long-term dune restoration and coastal resilience. We are pleased to see that the plan includes the provision for the lawn at the northern end of the beach to remain lawn for boating and recreation uses. We have specific ideas that we would like to work with council on to enhance the dune restoration and the lawn while also adding some further recreation and educational amenity value to the area (see appendix 2).
3.3. We support an integrated approach to managing the Worser Bay lease cluster, fostering collaboration between the yacht club, surf club, scout hall, and other

recreation groups, including through applying Te Awe Māpara principles to enhance collaboration. In particular:
3.3.1. We would like to discuss with council opportunities for shared amenities, and integrated facility management. Please note that when we worked with council on our clubroom rebuild project, we explored colocation, but this was ruled out as an option. We would be happy to discuss with council what we agreed to and describe some of the joint projects the three existing tenants have worked on in the past, such as shared decking and sheds.
3.3.2. We fully support the plan to encourage partnerships that support shared recreation infrastructure and coordinated programming while maintaining flexibility for diverse recreation needs at Worser Bay. We have been proactive in this regard with our collaborations with the Mountains to Sea Trust, Te Kāhui Ako o Motu Kairangi, Te Kura Kaupapa Māori o Ngā Mokopuna and the NZ Wing Foil Association. We would welcome the opportunity to bring council into these collaborations and explore how they could be further expanded and formalised.
3.3.3. We are humbled that the plan includes a specific goal to work alongside Te Herenga Waka o Whetūkairangi (Worser Bay Boating Club) in exploring opportunities for storytelling, and community-driven marine restoration initiatives like the NZL Blue Belt project, while ensuring alignment with council priorities and environmental policies.
We have already described our intentions around storytelling (see 3.1 above and appendix 1). We would also like to draw to council's attention that, in preparation for our centenary we have commissioned a history book, the first three chapters of which tell the Māori history of the area along with the early settler history leading up to the establishment of the club (see appendix 3). This material will help us as we embark on our story telling journey.
We are pleased to see that the plan supports the NZL Blue Belt project, a community-driven marine restoration initiative. Council already has two members on the working group for this project alongside representatives form Taranaki Whānui, the Wellington Regional Council, DOC, NIWA, Te Kāhui Ako o Motu Kairangi and the club. The working group currently have a community conversation underway and are collecting baseline data for Te Kahu Moana ki Kākāriki, a marine management area at Worser Bay (see appendix 4).
3.3.4. We encourage the council to push ahead with plans to support the long□term resilience of the Worser Bay dune system by continuing restoration
efforts, ensuring recreational activities and infrastructure are designed to minimise impacts, and allowing space for natural dune expansion. We support the plan to enhance dune resilience at Worser Bay through ongoing restoration efforts, including planting native sand-binding species to stabilise dunes and protect against erosion.
4. We are pleased to see that the plan includes actions points in the short, medium and long term. We fully support the development of a landscape and amenity plan for the Te Whanga Rāwhiti Sector as a short-term goal.
We endorse the intention that amenity plans:
• Support access to the coast and improve connections to the coastal walking network.
• Enhance visitor experience while protecting natural character and ecological values.
• Evaluate the function and design of coastal carparks, including opportunities for formalisation, redesign, or removal.
• Identify areas where bollards, landscaping, and other interventions are needed to prevent vehicle intrusion into sensitive ecosystems.
• Respect, maintain, and reinstate nature-based solutions to manage sea□level rise and coastal erosion, supporting ecological resilience and
biodiversity.
• Include signage at key cultural and ecological sites to enhance public understanding of the sector's history and significance.
We have ideas for Worser Bay that are ready to go to the next stage of planning. We recommend that council expedite planning for these ideas as one of the first actions arising out of the new Coastal Reserves Management Plan.
Thank you for the opportunity to make a written submission on Tātou ki Uta, the Coastal Reserves Management Plan. We look forward to the opportunity of submitting orally in due course.
Naku noa, nā

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Appendix 1.
Whaka Te Arawhiti
WHAKA TE ARAWHITI
Te Tiriti o Waitangi te Mana Motuhake
Māui me Kupe te Tūpuna
Ngai Tara me Ngāti Ira te Tangata Whenua
Taranaki Whānui ki Te Upoko o Te Ika te Mana Whenua
Tangaroa me Tāwhirimātea te Atua
Ngake me Whātaitai te Taniwha
Te Whanganui a Tara me Raukawa te Moana
Whetūkairangi te Pā
Kākāriki te Tuaone
Ko Worser Bay Boating Club Tōku Ingoa
Welcome to Whaka Te Arawhiti, Worser Bay Boating Club's plan for reflecting and telling the stories of those who have come before us in, on, and through our place.
We believe we are guardians of this place for the generations that will come after us, and for us to perform this kaitiaki role we need to make sure we reflect what has come before us in this place.
This document outlines the next steps we intend to take to come further across-the□bridge in our journey of understanding of what it means to be in this place.
We hope you enjoy reading about what we intend to do.
We intend to establish a bi-lingual name for our club.
We propose that the place be called Te Herenga Waka o Whetūkairangi or the mooring place of waka from the Whetūkairangi pa.
We propose that the Boat & Beach Wise Education Centre within the club be called Te Whare Mātauranga o Waka Tuaone or the place to become boat and beach wise.
Ingoa
We intend to commission five Pou to stand at the entrance to the bridge into the club.
The pou will mark the significance of this place for Te Whanganui a Tara.
The pou will represent the family, friendly and welcoming values that underpin the reputation of the club and will be arranged in a way that means they are naturally interpreted as a family, welcoming visitors into the club.
Each pou will stand for one of the five principles that underpin the Club and the Boat & Beach Wise programmes, and the stories embodied in their design will be used throughout the programmes.
Whakapono
We believe
Mahi Tahi
We work as one
Whanaungatanga
We belong
Kaha Tahi
We are strong as one
Whakaroto
We serve
Pou
Wheke
representing the
spirit of exploration
that drew Kupe to
these shores
Manaia
representing the
intermediary
between the realms
of people and spirits
Tu Tangata
representing the

people who have
come before in this
place
Tangaroa
representing the
atua of the ocean
and the creatures
that live in it
Tāwhirimātea
representing the
atua of weather with
strong connection to
the stars

Pare
We intend to give the three sheds significant names from our history and install pare in the lintels above each door to record this.
It is proposed that the three sheds be named Ngake (after the taniwha who broke through the heads to create the entrance to the harbour), Tara (after the chief
who set up Whetūkairangi pa on the hills above us and gave his name to the harbour on which we sail) and Heberley (after the first pilot who helped settler ships
through the heads and who gave the name Worser to the bay)
The pare for each shed will be the height and width of the lintel above each of the shed doors. The three elements of sea, stars and wind, the interplay of which is
so important to understand when sailing, will be represented in the design of each pare.
It is proposed that the Ngake (north) shed have the pattern associated with the sea as Ngake is a sea creature. It is proposed that the Tara (middle) shed use the
pattern associated with the stars as Tara's people were known as the star gazers. The idea is that the Heberley (south) shed have the pattern associated with the
wind as Heberley when asked 'how is the wind?' replied 'it is getting worser and worser', hence the name for Worser Bay.
Pare

Heke
We intend to install Heke to record the history of our place, including aspects of the first 100 years of our kaitiakitangaship, on the ceiling between the rafters in the classroom. The
heke will be a subtle but ever-present reminder of the past for all those that use the classroom. They will include the patterning from the pou at the entranceway to the club and the
pare above the shed doors to reinforce the interplay between the three elements of sea, stars and wind.
The six Heke will record:
1. The significant Māori history associated with the local area (incorporated into the schools' programme)
2. The names of the settlers' ships that arrived in Wellington around 1839-40 (incorporated into the schools' programme)
3. The names of the original members who set up the club in 1926
4. The names of women who have made a significant contribution to the club over the years as our honours' boards and other sources of recorded history are silent in this regard
5. The sailing boundary and the old fixed marks used in the early days of the club
6. The classes that we have sailed between 1926 and 2026
Heke

Mātaiahikā
We have collaborated with Te Kāhui Ako o Te Motu Kairangi, a cluster of schools in the Eastern Suburbs of Wellington, to establish RŪNĀ as a Mātaiahikā or local curriculum,
delivered out of Te Whare Mātauranga o Waka Tuaone – The Boat & Beach Wise Education Centre.
RŪNĀ supports kiwi kids to learn from the past to 'steer' toward a sustainable future.
RŪNĀ includes three modules:
1. Kōkōkaha – Powered by wind (Science, Technology, Engineering and Maths - focuses on designing sustainable energy solutions).
2. Kōrinorino - Our Ancestors' Wake (Te Ao Tangata Social Science and Aotearoa New Zealand Histories - focuses on understanding local settlement stories).
3. Moanamana – NZL's Blue Belt (Science and Environmental Education - focuses on restoring marine ecosystems).
Each module is made up of in-classroom learning experiences supported by a sailing or environmental experience at the club. Each module is designed for students in years 4
through to 10 but can be easily adapted for older or younger children. Each module includes opportunities to develop water skills for life and safer boating skills to ensure kiwi
kids learn and develop the knowledge and skills to safely enjoy our marine environment.

Te Rongotai
As part of our work on RŪNĀ with Te Kāhui Ako o Motu
Kairangi we are building a fleet of small sailing and
paddling waka.
Students from Rongotai College lead the building of the
first sailing waka, named Te Rongotai, which provides a
larger craft, more suitable for older students to use in

all three modules of RŪNĀ.
It also provides a means for Pacific and Māori students so see their voyaging and sailing history reflected and revitalised in our community.
Te Rongotai is based on the traditional Va'a Motu sailing waka from the Pacific Islands and is available for use by all schools who participate in the activities at Te Whare Mātauranga o Waka Tuaone.
Whakatuwheratanga
On Friday 30 January 2026, as part of Worser Bay Boating Club's centenary celebrations, the club and the trust will host a whakatuwheratanga for Ngāi Tara whānau who whakapapa back to Whetūkairangi, for mana whenua, for representatives from the Te Kāhui Ako o Te Motu Kairangi and for invited guests from Council, Government and the community to join with the club and the trust in unveiling and dedicating the Ingoa, Pou, Pare, Heke and RŪNĀ curriculum.
The protocol for the whakatuwheratanga will be as follows:
• The whakatuwheratanga will take place in the morning and will be the first event in the centenary celebrations weekend.
• Worser Bay Boating Club members and Boat & Beach Wise members will be seated in the clubrooms.
• Manuhiri will gather in the area adjacent to the start of the ramp into the club.
• A student from the Te Kāhui Ako o Te Motu Kairangi will lead a karanga to call the manuhiri into the clubrooms.
• Karakia, mihi whakatau and waiata will follow hongi with the Manuhiri, with the general committee and the trustees representing the Club and the Trust, alongside of Ray Ahipene Mercer representing Ngai Tara and Ngati Ira.
• Karakia and waiata will include Whakataka Te Hau, Toia Mai and a club waiata composed by the Venturees.
• Ray Ahipene Mercer will then be invited to lead a procession to unveil and dedicate the Ingoa, Pare, Pou, Heke and RŪNĀ.
• Kai will follow the unveiling and dedication ceremony.
Appendix 2.
Enhancing dune restoration and the lawn while also adding some further recreation and educational amenity value to Worser Bay.
Coastal Reserves Management Plan
1918
1934
1950
1970s
2004
Wellington City Council is developing a new Coastal Reserves Management Plan to provide direction for the management, protection, and enhancement of Wellington's coastal reserves, parks, and beaches.
Worser Bay became a reserve for Wellington citizens not long after settlers began arriving in Wellington. By the end of the 19th century there was a road over the hill to Worser Bay and shortly thereafter a raft of recreation facilities was in place, such as the life saving club, the beach pavilion and the boating club.
In the 1950s, a grass area was established to the north, east and south of the pavilion, greatly enhancing the recreation amenity value of Worser Bay. Keeping the sand on the beach, however, was always a challenge. In the second half of the 20th century this challenge was managed by bulldozers pushing the sand back into the harbour on regular occasions.
By the turn of the 21st century this practice was ceased and instead an initiative to create dunes at Worser Bay was underway, supported by a planting programme and a comprehensive irrigation system.
The dune creation has been very successful, so much so that, as the dunes continue to grow, they are increasingly encroaching onto the Worser Bay beach pavilion and grass reserve area, with the space available for recreation activities getting smaller and smaller every year.
As part of the Coastal Reserves Management Plan process, Worser Bay Boating Club are proposing enhancements that will continue to see the dunes grow while reinstating some of the grass area and adding additional recreational amenity value to Worser Bay.
Join in the conversation about the proposed Worser Bay Marine Management Area.
wbbc.org.nz/moanamana

The conversation is supported by ...
,
Pou, Aquaculture Container,
Grass and Dunes, Ramp,
Boardwalk, Waka Storage
Aquaculture container. Worser Bay Boating
Club proposes to establish a community aquaculture container with aquarium tanks for raising juvenile marine species to release into the Worser Bay marine management area. It is proposed that the aquaculture container be placed on the grass area adjacent to the underwater art gallery and snorkel trail. The container will serve as a citizen science education facility for both schools and the community.
Pou. Worser Bay Boating Club proposes to install five pou in the rock revetment near the bridge to Worser Bay Boating Club. The pou will mark the significance of this place for Te Whanganui-a-Tara. The five pou will be named Wheke, Manaia, Tu Tangata, Tangaroa and Tāwhirimātea, and the pūrākau embodied in their design will be used throughout the school and community education programmes.
Grass and Dunes. Worser Bay Boating Club proposes that the dunes be extended further so they reach the north end of Worser Bay beach. At the same time the club proposes the grass area to the west of the dunes be extended. The proposal is that the dune plants that are encroaching onto the grass area be replanted in the dune extension to the north end of the beach. The reinstated grass area can then be used for public recreation purposes as well as school and community education programmes, large national sailing regattas and the annual Worser Bay Beach Carnival.
Waka storage. Worser Bay Boating Club proposes that a covered waka storage space be created next to the south end of the pavilion for Te Rongotai, the sailing waka built by local colleges during 2024. It is intended that the space also provide covered storage for waka ama that are proposed to be purchased for use in the school and community programmes. Please note the pavilion already stores a fleet of learn-to-sail boats, wing foil boards and kayaks used across the school and community programmes.
Ramp. Worser Bay Boating Club proposes that a public walking access ramp to the beach from the grass be built about 3/4's of the way toward the north end of the grass area. The ramp should provide an erosion resistant way for people to access the beach from the grass. It is proposed that the ramp be approximately 5 metres wide to allow small sailing boats up and down it when major national sailing championships are held at Worser Bay, with hundreds of sailing boats temporarily stored on the grass.
Boardwalk. Worser Bay Boating Club proposes that a public board walk be established to the beach through the dunes from the beach pavilion. The boardwalk should be approximately 1.5 metres wide to enable access to the beach for the learn-to-sail boats, wing foils, and kayaks that are stored in the pavilion.
Join in the conversation about the proposed
Worser Bay Marine Management Area.
wbbc.org.nz/moanamana
The conversation is supported by ...
Appendix 3.
The first three chapters of 'The Worser Way'telling the Māori history of Worser Bay along with the early settler history leading up to the establishment of Worser Bay Boating club.
MIHI
Te Tiriti o Waitangi te Mana Motuhake
Māui me Kupe te Tūpuna
Ngai Tara me Ngāti Ira te Tangata Whenua
Taranaki Whānui ki Te Upoko o Te Ika te Mana Whenua
Tangaroa me Tāwhirimātea te Atua
Ngake me Whātaitai te Taniwha
Te Whanganui a Tara me Raukawa te Moana
Whetūkairangi te Pā
Kākāriki te Tuaone
Ko Worser Bay Boating Club Toku Ingoa
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PROLOGUE

Tony and I came to Worser Bay in 1971 with our three boys Mark, Dean and Glenn in tow. We'd been teaching in Tangoio and Mangateretere in the Hawke's Bay and travelling across to Foxton each weekend to visit our bach on the Manawatu River estuary. The boys had grown up in the sea – sailing, rowing and fishing when the tide was in and hunting for crabs and eels when it was out.

There's always gold at the end of the rainbow. The Worser Bay Boating Club in the 1960s. Painting by Sydney Higgs of Karaka Bay. [MARGUERITE BEERE COLLECTION.]

8 9

THE WORSER WAY

Tony and I had won jobs at Lyall Bay school and came down one weekend to find a place to live. During the day we found an old cottage, high up on the hill, halfway between Seatoun Wharf and the Worser Bay Boating Club (WBBC).

It looked ideal. When we revisited it later that night, it was a perfect Wellington evening: not a breath of wind, a pancake-flat calm harbour and a full moon twinkling across the surface of the water. Worser Bay Boating Club was right in the middle of the vista. It was perfect.

We bought the cottage, moved to Wellington and settled into our new life. One of the first things we did was join the club and get involved in sailing at Worser Bay. That was the beginning of over fifty years of involvement with the club – and still counting. Like many who came before and have come after us, we found a place at the club, sailing, helping in the kitchen, serving on various committees, driving rescue boats and teaching others to sail. The club gets into all our veins and becomes an integral part of who we are.

Sailing has been the backdrop to my life as it has for everyone who lives along the hill and around the bays. I've lost count of the thousands of races I have watched out of my window. Almost every day there is someone out there on the water, mucking about in a boat of some kind. And right in the heart of it all is Worser Bay Boating Club, solid, steadfast, and welcoming all those who come through its doors.

I am proud to be writing this prologue for the club's history at it celebrates its 100th season and I am forever grateful for what the club has done for my family. Here's to the next 100 years of sailing at Worser Bay.

Jill Stanley QSM | Patron

FOREWORD

Wellington Harbour's often-challenging sailing conditions provide the backdrop to

the Worser Bay Boating Club (WBBC), a centre of excellence famed for developing character, characters and some remarkable careers. Situated close to the harbour entrance, the club marked its centenary in February 2026.
We can be proud that WBBC has helped produce America's Cup and Round the World Race winners, many National and World Champions and New Zealand Yachtspeople of the Year. However, the club's most enduring achievement is the positive impact it has had on the lives of its families and community.
Originally formed in 1926, the club and the adjoining Worser Bay and Seatoun communities have always been reflective of society and its changes. The recent rebuild of the club and the celebration of its first 100 years have prompted careful thought as to how it can continue to be relevant for the next 100.
An awareness of history helps us understand the ethos of the club as well as why and how it developed. It also influences our vision for the future. Bee Dawson has recorded the rich history of the area, interweaving stories of the club during times of depression, war and disaster with tales of the many good times – the sailing and shenanigans that have got us to where we are today.
Bee's many interviews with current and former members have uncovered rich stories, some of which date back to the 1940s. The common theme has been a deep appreciation of everything the club had done, for those interviewed personally, but also for the wider community. Bee has woven these collective memories into a lively story of the club and its people. Chris Coad, photographer and club member, has done an excellent job of embellishing the story by curating a great collection of photographs.

This book would not have been possible without the financial assistance of a group of supportive individuals who were determined that the memories were too good to be forgotten, the backing of the Beach & Boat Wise Trust and a grant from the Worser Bay Boating Club.
Enjoy the read!
Jamie McDowell | President ABBREVIATIONS
1st NZEF First New Zealand Expeditionary Force
DEMS Defensively Equipped Merchant Ships
GWRC Greater Wellington Regional Council
ILCA International Laser Class Association
IYRU International Yacht Racing Union
MALAS Music and Literary Appreciation Society
MID Mentioned in Dispatches
NZCT New Zealand Community Trust
PNYC Port Nicholson Yacht Club
RPNYC Royal Port Nicholson Yacht Club
RIB rigid-hulled inflatable boats
RNVR (NZ) Royal Naval Volunteer Reserve (New Zealand)
WBBC Worser Bay Boating Club
WPYMBA Wellington Provincial Yacht and Motor Boat Association

CHAPTER 1
In the beginning
To know where you are you need to know
who has been there before you.
Te Upoko o te Ika a Māui
In the beginning there were no waters to sail upon at Worser Bay. This all changed when, according to ancient Māori tradition, the legendary Polynesian navigator Māui was on a fishing trip with his brothers and, to their great surprise, he pulled a giant fish out of the sea. Known as Te Ika-roa-a-Māui, or Māui's great fish, this became the North Island of New Zealand. The head of the fish, Te Upoko o Te Ika a Māui, is now known as Wellington, while the tail forms the top of the North Island. Some legends also suggest that Maui's waka (canoe) became the South Island, known as Te Waka a Māui.
Many geographical features of the Wellington region are reflected in this legend. The Red Rocks on Wellington's South Coast are said to be stained with blood from the nose of Māui – which he had used to bait his hook. When Tangaroa, the god of the sea, recognised the blood of Māui he ensured that a great fish was hooked on his line.

Ngake and Whātaitai
Pūrākau from te ao Māori suggest that Wellington harbour was once a large lake that had formed in one of the eyes of Te Ika.1 Two great taniwha, Ngake and Whātaitai, lived in the lake. They could hear deep water lapping against the shores of Te Hue a Para (Lyall Bay) and longed to be out in the deep water of Raukawa Moana (Cook Strait).
Each of them took a different approach to getting there. The impatient Ngake smashed his way through the rock and earth by Seatoun, created a wide channel out to the ocean, swam off into Raukawa Moana and disappeared. The gap that Ngake

created is now the entrance to Wellington harbour.
The more patient Whātaitai took a gentler approach and headed for the shallower water in Evans Bay. However, he got stuck and was left high and dry when the tide receded. His spirit changed into Te Keo, a bird which soared up to the top of Mount Victoria and then wept for Whātaitai. Mount Victoria therefore is also known as Tangi te Keo or 'the weeping of Te Keo', and the hill suburb below is called Hataitai in memory of the gentle taniwha.
Kupe
The first people to sail on the sea waters of Worser Bay are reputed to be the Polynesian explorer Kupe and his whānau and fellow explorers. It's hard to imagine what they would have made of the area when they arrived over a thousand years ago. After gruelling months of sailing and exploring the East Coast of Te Ika a Māui, there must have been a feeling of massive relief when they sailed past what is now known as Barrett's Reef, entered the harbour and then pulled their waka up on Kirikiri□tatangi2 or Seatoun Beach.
It is believed that they stayed in the area for at least a year as the party had to recover their strength, carry out maintenance on their sailing waka and replenish supplies. Much of their food came from the sea and surrounding land. At this time the harbour abounded with kai moana – fish, crayfish, limpets and pāua – and the forest that ran down to the shore teemed with birds, including large kākā, kererū and moa. Berries and fern root would have provided further sustenance. However, it is understood that Kupe and his people also cultivated the land and established
1 The other eye was Lake Wairarapa.
2 The name Kirikiri-tatangi refers to the rustling sound caused by waves disturbing gravel on the beach.
crops such as kūmara. It would have been a while before the seafarers could build up sufficient surplus food to continue their travels.
Placenames give the biggest clue to visit of Kupe and his whānau to the waters of Worser Bay. When the first Europeans arrived in the harbour, they learned that the name Te Tūranga-o-Kupe – the standing place of Kupe – referred to the foreshore and the stretch of water and land between Worser Bay and Steeple Rock. Although Maraenui, the name for the flat area of land where the explorers would have settled and cultivated kūmara, isn't as obviously connected to Kupe, oral tradition provides the link. The same applies to the two main islands in the harbour, which are named after two members of the whānau of Kupe, Matiu (Somes Island) and Mākaro (Ward Island).
There are other very Kupe-specific names in the area around Worser Bay. Steeple or Pinnacle Rock was known as Te Aroaro-o-Kupe or 'the lap of Kupe' in recognition of the day Kupe went swimming at high tide and banged his groin, or lap, on the rock. Oral history suggests that Barrett's Reef was called Te Tangihanga-a-Kupe or 'the mourning place of Kupe' in reference to the sorrowful sound of the surrounding waves.
It is said that after leaving Worser Bay, Kupe and his party moved up the west coast of the North Island to Hokianga – where food would have been easier to grow and gather – and eventually sailed back to Hawaiki, never to return. Once back in Hawaiki, Kupe told so many enticing stories about his journey that others wanted to see those places for themselves. This curiosity ultimately led to the great migration of Māori from Hawaiki to Aotearoa.
Te Whanganui-a-Tara
For many hundreds of years a succession of explorers, originating from Polynesia, voyaged to Aotearoa, and settled in this 'new' land of the long white cloud. In the 12th century Whatonga,3 a noted Māori navigator and paramount chief who had settled at Mahia Peninsula in Hawke's Bay, travelled south to Raukawa Moana and rediscovered the harbour that Kupe had explored many years before.
After returning to the east coast, Whatonga sent his son Tara-Ika and Tara□Ika's half-brother Tautoki to explore and settle the land around the harbour. The
descendants of Tara-Ika became the iwi known as Ngai Tara and are tangata whenua,
3 Whatonga is reputed to have been born in Hawaiki circa 1130.
16 17
THE WORSER WAY IN THE BEGINNING
the first people to settle on this land. The harbour became known as Te Whanganui□a-Tara – the great harbour of Tara, a name that persists to this day.
At the time of both Kupe's visit and the settlement of the area by Ngai Tara, the present-day Miramar Peninsula was an island called Motukairangi. There was a dra□matic change around the mid-14th century when the huge Haowhenua earthquake
raised the surrounding land by about three metres. Te Awa-a-Taia, a channel that had been used by waka for many years, dried up and the peninsula became part of the mainland.
Over many centuries fortified hilltop pā were built across Motukairangi. In the middle of the 13th century Tara and his people lived in the major pā of Te Whetū□Kairangi which was situated around where Worser Bay School now stands, on the
ridge above the bay. The smaller Kākariki-Hūtia pā was slightly to the north and further down the ridge toward Worser Bay. Much of this second pā has been removed as a result of quarrying activity associated with establishing the road around the coast.
These two pā sites provided a commanding view of the coast and hinterland of

Motukairangi and were places of refuge during times of conflict and threat. They were complemented by kāinga around the immediate coastline adjacent to and beyond Worser Bay. Kākāriki, the most notable of these, was situated on the gently sloping land at the bottom of Awa Road. Further to the north were the Onehunga kāinga, at the bottom of the Onehunga steps, and Te Karaka kāinga, which is closer to Scorching Bay. Even further to the north, Te Māhanga kāinga was positioned beneath a fortified pā on the foreshore close to where the NIWA research centre once stood.

By the 18th century, Ngai Tara were sharing their lands around Wellington Harbour and up the Kapiti coast with many other iwi Māori. These included Ngāti Ira who subsequently became the dominant group around the harbour, including at Worser Bay. Rich archaeological evidence, such as the Taipakupaku burial sites and the Maraenui middens, point to centuries of settled occupation by iwi Māori in and around Worser Bay.

Taranaki Whānui ki Te Upoko o Te Ika

During the first decades of the 19th century, Taranaki Whānui began their migra□tion to Te Whanganui-a-Tara. By this time Ngāti Ira had largely left the area around Motukairangi and were living in villages on the eastern side of the harbour. These included Waiwhetu (Eastern Hutt valley), Oruamotoro (Days Bay), Okiwi (Eastbourne) and Parāoanui (Pencarrow).

On arrival, the majority of Taranaki Whānui settled on the shores of what is now Wellington city and formed a series of villages from Te Aro to Kaiwharawhara. Members of Āti Awa (Ngati Mutunga and Te Āti Awa) branched out further and occupied sites within the northern precinct of Motukairangi including Te Māhanga kāinga and pā and Marukaikuru (Shelly Bay).

During the first half of the 19th century, the gifting of land and conquest established Taranaki Whānui as the dominant group within Te Whanganui-a-Tara. By the time of the signing of Te Tiriti o Waitangi (the Treaty of Waitangi) they were recognised as having mana whenua status across the rohe (area). This was further strengthened by the signing of the Tenth's agreement with the New Zealand Company.4 Much later this status was reaffirmed and recognised in law through the Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act which came into force on 2 September 2009.

Tauiwi arrive in Pōneke

During the late 18th and early 19th centuries, more and more people from Europe began to arrive at Te Whanganui-a-Tara. At this time the harbour also became known as Pōneke, said to be a transliteration of Port Nick which in turn was a colloquial version of Port Nicholson. By this time there were no large-scale iwi Māori occupations on the southeastern precinct of Motukairangi, but there were some small outlying groups and seasonal occupation of kāinga sites was common.

One of these kāinga, at Worser Bay, was written about by Captain James Herd when he and Thomas Shepherd visited in the ship Rosanna in 1826. Shepherd's journal entry for 26 May 1826 noted: 'In company with Captain Herd and Co, I went on shore on the left-hand side about two miles within the heads at a Bay which has a good gravelly beach adjoining which is a level plane of about 50 to 199 acres in shape of a semicircle bordered by high land on one side and the beach on the other.

'We next walked about two miles round the beach . . . until we came to a small flat

4 The origin of the Tenth is to be found in the 1839 deed of purchase concluded by William Wakefield on behalf of the New Zealand Company, which promised the chiefs of Wellington that, in addition to retaining their pā sites, kāinga, cultivations and mahinga kai: 'A portion of the land ceded by them, equal to one-tenth part of the whole, will be reserved by . . . the New Zealand Company . . . and held in trust by them for the future benefit of the said chiefs, their families, and their heirs for ever'.

piece of land at the bottom of a hill where we found some huts and a shadow bower of trees where we found good spring water and plenty of cabbages, here we had a refreshment, afterwards ascending the hill to take a view of surrounding country which looked pleasant but of no great extent.'5

Numbers of iwi and hapū Māori living in these kāinga dropped away during the 19th century as increasing pressure from the arrival of settlers saw the destruction of sites such as Parā – Roto Kura Lagoon (drained in 1847 by Crawford as he set up his cattle farm on the Miramar Peninsula), Te Māhanga Pā terraces (destroyed to make way for the construction of Fort Balance in the 1880s) and Whetūkairangi (removed to make way for Worser Bay school in 1897). By the 1910s, increasing colonisation and urbanisation had led to the end of the traditional kāinga on Motukairangi.

5 Unpublished journal, Alexander Turnbull Library.

Food and shelter

Before the arrival of the pākehā, iwi and hapū Māori cultivated crops seasonally in the more sheltered and less steep pockets of land on the slopes of the hills at the back of Seatoun and Worser Bay. Climatic and soil conditions did not favour widespread cultivation but kai moana was abundant and an important food source, especially as the forest became depleted of bird life. The swamp area known as Parā – Roto Kura in the middle of Motukairangi was a popular source of two types of eel: matamoe and haumate. Fresh water was available from springs along the base of the hill in Worser Bay.

Building materials for whare at each kāinga came from the bush that covered the hillside. Whare were carefully positioned so as to provide shelter from the worst of the strong winds, lashing rain and chilling severity of southerly winter storms.
FACING PAGE FROM TOP: Kākāriki. Painting showing the east coast of Motukairangi looking south towards Te Turanga
a Kupe (Seatoun Beach). The rock in the foreground is the southern point of Karaka Bay, 300 metres south of the Karaka Bay wharf. In the background is a waka with 11 Te Āti Awa heading in the direction of Kākāriki. Kākāriki became known as Worser Bay. [PAINTING BY CHARLES EMILIUS GOLD 1848–1850S. NATIONAL LIBRARY. A-288-022]
Whare at Karaka Bay, Wellington, in 1879. [PHOTOGRAPH TAKEN BY HENRY WRIGHT. NATIONAL LIBRARY. 1/4-009027-F]
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CHAPTER 2
The first pilot station and the arrival of European settlers

They gave me the bay known as Worsers Bay to live in. They pulled down the old hut and lent me a hand to build a new house.
He went down the entrance saying that the weather was getting worser and worser and finally beaching his boat in Worser Bay.
'Worser' was the nickname he eventually assumed and from that day, the bay has also been known as Worser Bay.

When the New Zealand Company's ship Tory arrived at Te Whanganui-a-Tara or Port Nicholson (later known as Wellington Harbour) on 20 September 1839, she was piloted by whaler, James Heberley.6 Entering the harbour was straightforward in calm fine weather but, more often than not, ships had to wait for favourable conditions of wind, tide and visibility. A pilot with local knowledge was essential if voyages were to end well. Onetime whalers, including James Heberley and George
6 Many more settler ships followed, including the Cuba (4 January 1840), the Aurora (22 January 1840), the Oriental (22 January 1840), the Duke of Roxborough (8 February 1840) and the Bengal Merchant (20 February 1840).
ABOVE: Māori woman in a korowai (tag cloak), and a pākehā woman, alongside a raupō whare at Karaka Bay, Wellington. The photograph was taken, circa 1885, by Henry Wright. The woman on the right is the photographer's eldest daughter, Amy Elizabeth Wright. [NATIONAL LIBRARY. 1/1-020509-G]
LEFT: Māori man wearing a korowai cloak standing in front of a raupō whare at Karaka Bay, Wellington. [PHOTOGRAPHED BY HENRY WRIGHT IN 1879. NATIONAL LIBRARY. PACOLL-6304-27]
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Young, and local Māori such as Te Whare, son of prominent Māori chief Te Puni, were ideal pilots as they had an intimate knowledge of local maritime conditions.

The first pilot station

Recognising the challenges posed by the harbour entrance, Colonel William Wakefield, the New Zealand Company's Principal Agent, appointed Heberley as official pilot based at Tarakena Bay, an exposed spot which faced directly onto Cook Strait. Heberley and his Māori crew were on call, ready to guide ships into the harbour 24 hours a day. Launching their whaleboat from the open beach was always difficult, and especially so when there was a howling southerly gale.
In his autobiography7 Heberley recalled: 'Colonel Wakefield sent me to the heads as pilot. I remained there two years. There was no salary given, no pay but what I got from shipping. There were two natives, grandfather and uncle to my wife. They gave me the bay known as Worsers Bay to live in. They pulled down the old hut and lent me a hand to build a new house.' The piloting money was insufficient to pay Heberley and his crew so in June 1843 he left, started fishing to earn money and then returned to whaling during the season.8
Heberley had begun his career as a cabin boy with whaler and interpreter Dicky Barrett. In later years he spent time as a whaler and accompanied Dr Ernest Dieffenbach on several expeditions, including climbing Mount Egmont (Taranaki). He was renowned for his combination of toughness and good seamanship. In his memoir, Captain William Shilling (chief pilot at Worser Bay in 1888 and then 1889–1894) recalled Heberley as 'a real character. When times were slack, he would go over to the Sounds fishing and thought nothing of crossing the Strait in a 14-foot open dinghy. On one occasion, the Falcon, which traded from Wellington to the Sounds and Blenheim, passed old Jack in the middle of the Strait. Thinking he might need assistance, the skipper of the ship pulled alongside and offered a tow. 'Tow? Why should I want a tow?' said the old man. 'I'm all right!' At the same time a fairly stiff nor'wester was blowing but the dinghy was under sail and standing up to it very well. 'We left old Jack sitting there cosy and smoking an old black pipe with
7 Heberley, James. Autobiography, 1809–1843. Online Collections, Auckland War Memorial Museum. https://www.aucklandmuseum.com/collection/object/1012578
8 Quoted in McGill, David. (1984). The Pioneers of Port Nicholson. A.H. & A.W. Reed, Wellington, p. 139.

only a dog for a companion', said the skipper of the Falcon.
9 Heberley drowned in Picton Harbour in 1899 when he was about 90 years old.
One of the pilots who succeeded Heberley was Captain Dan Dougherty, a whaler from Port Underwood at the top of the South Island. A steep decline in the whale population and the great 1848 earthquake prompted Dan, his wife Sally and their children to cross Cook Strait in an open whaleboat so that Dan could work at Tarakena Bay. Some four miles (6.5 km) from the settlement of Wellington and situated between Lyall Bay and the harbour entrance, this lonely spot looked towards treacherous Barrett's Reef in one direction and over Cook Strait in another. The family lived there for the good part of a decade.
In her family history Widow of Thorndon Quay, Sally's great-great-granddaughter Celia Manson wrote: 'the worst times were when the weather made her a grass widow for days, sometimes even weeks, on end. Dan would have been rowed out by his crew who would wait until he had climbed aboard the waiting ship before rowing back home to their huts. Just as Dan had brought the ship to the harbour mouth, the wind would sometimes make a violent change and he would be blown far out to sea; sometimes having to remain there for days or weeks, waiting for a change of wind.'10
C.R. (Charles Rooking) Carter, after whom the Wairarapa town of Carterton was named, was impressed by how Dan guided the Eden into Wellington Harbour. He
9 Quoted in Struthers, John. (1975). Miramar Peninsula. A Historical and Social Study. John Struthers, Wellington, pp. 39–40.
10 Manson, Celia. (1981). Widow of Thorndon Quay. Pigeon Press, Wellington, p. 3.
Wellington Harbour's first officially gazetted pilot, James Heberley and his wife, Te Wai Naihi Heberley, daughter of Aperahama Manukonga and Manupoinga (Matakiau) Te Owai and granddaughter of Te Irihau, circa 1870s. Taken by an unidentified photographer. [NATIONAL LIBRARY. PACOLL-5800-12]

wrote: 'At seven o'clock in the evening the pilot came on board and took charge of our ship, and at low water, against a head wind and almost in the dark, he worked our old vessel through the entrance inlet – a fine deep-water passage, over one mile in width and about four miles in length, to the anchorage in Lambton Harbour, where at half past 10 o'clock on the night of the 28th November, 1850, we dropped anchor.'11
It wasn't always so straightforward. On a stormy day at the beginning of 1852, the full rigged 400-ton ship Midlothian arrived off Tarakena Bay and ran up the signal for the pilot. The massive waves that smashed on the shore and Barrett's Reef almost swamped the pilot boat. Dan scrambled aboard, safely piloted the ship into the harbour and his crew all got home safely, but the experience had been so terrifying that he wrote to the Colonial Secretary: 'I beg to apply to have the Pilot Boat fitted as a life boat so that in the event of the boat being swamped in the surf, myself and crew will be enabled to save our lives . . . It can easily be done by forming a box under the thwarts filled with cork . . . I have been induced to make this application as my boat was nearly swamped in boarding the Midlothian . . .'12 As a result of this letter, cork shavings costing £10 were imported from Sydney and fitted in boxes under the thwarts of the pilot's boat, giving the pilot crew a slightly better chance of survival in stormy weather.
The Pencarrow ferry
One of the pilot's duties was to operate a ferry across the harbour heads to Pencarrow, which was the beginning of the old Māori route from Wellington to the Wairarapa. Lyall Bay farmer Sandy Sutherland kept a horse at Pencarrow Head and would pay Dan's Māori crew to row him across the harbour entrance whenever he wanted to ride to the Wairarapa.
As the route became more popular, travellers wanting to be ferried across the heads often turned up at the pilot house. In a piece of advice written 'By a Traveller' and titled 'How to Find the Ahuriri' [Napier], the Wellington Independent of 18 September 1852 stated 'Leave Wellington at four o'clock in the afternoon, and arrive at the Pilot's Station at the heads, at about six o'clock; here you will find a shake-down for the night; nor need you fear of getting one, for he's a jolly-good-fellow.'
However, there were times when the hospitality of the pilot and his family was

11 Ibid., p. 17.
12 Ibid., p. 23.
taken too much for granted. In his book Life and Recollections of a New Zealand Colonist, C.R. Carter gave a lively account of an overnight stay in May 1853. 'Just as it was getting dark, I arrived at the pilot station, situated near the entrance to our harbour . . . I wished to cross to the lighthouse at once, but the Māori boat crew refused to take me over on account of its being so dark. I therefore contented myself with going to the pilot's house.'
Sally Dougherty was unimpressed when Carter rose before daybreak, climbed down from the loft and banged on the crew's doors. 'Out they must come, willy-nilly, launch their boat which was high and dry up on the beach, and take him across the harbour entrance immediately. He wanted no further delay in setting his eyes on the Wairarapa.'13 Once at Pencarrow, Carter paid the 'lazy fellows' with a stick of tobacco.
By 1854 work was underway on a road which was to run up the Hutt Valley and over the Remutaka range to the Wairarapa. In 1856, the first wheeled vehicle – a wheelbarrow – passed over the Remutaka Hill and on 10 June that year the mountain road was officially opened to wheeled traffic. From this point there was a steady drop in the number of travellers who wanted to be rowed across the harbour entrance.
13 Ibid., p. 16.
Tarakena Bay pilot station. [NEW ZEALAND SHIP AND MARINE SOCIETY. HARBOUR PHOTOS COLLECTION.]
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Life at Tarakena Bay
Always a keen gardener, Sally brought cuttings of lavender, lemon-scented geraniums and strawberries (which originated from her home in Canada) across Cook Strait. Before long, vegetables, flowers and fruit bushes were thriving in the shelter of the glossy-leaved native taupata. Sally made her own bread, jam and preserves; eggs came from her hens, milk from her own goats and she bought butter from the Sutherlands, who farmed at neighbouring Lyall Bay. They ate a lot of fish. Tarakihi and flounder were easy to catch, and crayfish abounded among the rocks of the reef. Meat came from the Sutherlands' farm or from wild pig shot in the surrounding hills. The Dougherty and Sutherland children grew up together, riding, rowing, swimming in the surf, sharing books and sometimes tutors, picnicking and having adventures.
When a massive earthquake struck on 23 January 1855, the little pilot house collapsed on and around the family. As the ground rolled and shuddered huge waves crashed onto the beach, just metres from the front of the house. The Doughertys spent that night sheltering on the hillside. Subsequent giant high tides stranded thousands of fish among the rushes on the sandhills.
Much of Dan's life was spent in an open whaleboat. Constantly wet from spray or rain, and often freezing cold as well, he suffered from asthma and a recurring cough. When he died after a fall from his horse in 1857, it was suggested that he might have survived the accident if he'd been in better health. After his death Sally moved into town and supported herself and her family by running a boarding house.
The pilot station moves to Worser Bay
In 1866, the pilot station was moved from Tarakena Bay to the northern end of the relatively sheltered Worser Bay, inside the harbour entrance. Originally called Kākāriki, and then Young's Bay after whaler George Young, it is generally believed that the bay took its later name from James Heberley, who was popularly known as 'old Jack Worser'. It appears likely that Heberley lived at Worser Bay with his Māori wife Maata Te Wai Te Naihi during the time he operated as official pilot at Tarakena Bay, and possibly afterwards. He never lived in the present-day pilot house.
One grandson, prominent Māori carver Thomas Heberley, was emphatic about the derivation of the name. 'One time he was ordered to bring a party ashore from a man-o-war and by the time they had disembarked a north-westerly breeze had increased to a gale which prevented him from landing on the western side. He went down the entrance saying that the weather was getting worser and worser and finally beaching his boat in Worser Bay. "Worser" was the nickname he eventually assumed and from that day, the bay has also been known as Worser Bay.'14
Not everyone agrees with this story. In an article on Heberley's life, written by his great-great-grandson, Jack Thessman in the Dominion in 1989, Thessman suggested that the name originated from a European corruption of the Māori word 'Whata', meaning elevated stage for storing food.
Life at Worser Bay
Although much more sheltered than Tarakena Bay, Worser Bay was still very isolated. At the time the pilot station was established on the Ngāti Ira kāinga site at the bay, only the pilot, crew and a few Māori families lived on the peninsula. 'Pilot Town' consisted of the corrugated iron pilot's cottage, the coxswain's cottage, the boat crew cottage, cottages at the signal stations and a boatshed. Members of the community
14 Quoted in McGill (1984), p. 140.
Worser Bay, Wellington, circa 1880s, showing the beach and pilot station. This was also the site of Kākāriki Hutia pā and kāinga. [PHOTOGRAPH TAKEN BY WILLIAM WILLIAMS. NATIONAL LIBRARY 1/1-025718-G]
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Operations
The first signal station was built on Mount Albert, a peak to the south of Newtown, in 1844. Whenever a ship appeared at the harbour heads, communication would be by flags which gave the ship's code letters.
In later years a signal mast was erected on the bluff above the pilot's cottage at Worser Bay. This enabled Pencarrow lighthouse, the pilot station and Beacon Hill to communicate with the Harbour Master at Queen's Wharf via the Mount Victoria repeating station. When a ship requested a pilot during the day, the signalman on Beacon Hill would communicate by semaphore, but if the request came at night, he would light a fire. When the duty watch saw the signal, he pulled a rope which rang the bells in the cottages at the pilot station. The pilot and his five crew would then leap into action, launch the nine-metre (30-foot) whaleboat and row for the harbour heads under the command of the chief pilot on the steering oar. As soon as they arrived at the ship, the pilot would clamber aboard and start to guide the vessel into the harbour. This was a relatively straightforward process when the sun shone and there was little wind, but when storms hit the pilot could be stuck on board for more than a week. Once the ship was safely in the inner harbour, the pilot and his crew would make their way back to Worser Bay via Newtown and the Miramar peninsula. The pilot station later acquired a crude telephone, but this was more often used as a telegraph.
In addition to being professionally competent, pilots were required to be British subjects between 24 and 45 years of age, sober, of good conduct, healthy and capable of training apprentices for the requisite three years. Good order and discipline were fundamental. When William Shilling joined the pilot service as a boatman in 1871, he was paid 5s 6d a day.
The early journals of Captain Lancelot Holmes (chief pilot 1870–1888) give an invaluable insight into a pilot's life. On one occasion he boarded an immigrant ship on which there was an outbreak of dysentery, so he had to spend the next 15 days in quarantine, living in a tent on Matiu / Somes Island in the middle of Wellington Harbour. Equally memorable was the time he guided the William Tapscott, a leaking American ship, into the harbour, as the ship's captain was in chains in his cabin and the vessel was being run by its mutineer crew. At times his actions were little short of heroic. In 1883 Holmes rowed 20 kilometres out to a steamer that had lost power and then brought the ship safely into the harbour after dark.
Captain Sims was in charge on the night of 17 August 1889 when the Pleione arrived at the heads and burned blue lights to indicate that a pilot was required. Years later,
Group alongside the Pilot Station at Worser Bay, Wellington, photographed by Henry Charles Wright between 1889 and 1910. William Shilling is second from right with a child on his knee. Reginald Clarke Wright is top left, Minnie Wright may be at his feet and Amy Elizabeth at the far right. [NATIONAL LIBRARY. 1/1-020564-G]
would ride to Newtown for stores and fresh bread and kept goats for milk. From time to time, surplus goats would be liberated on nearby Mākaro / Ward Island. Crew would also sail over to Eastbourne to collect timber washed down by the flooded Hutt River.
The son of Captain William Shilling, the last pilot to live at Worser Bay, recalled that the children from Worser and Karaka Bays often played at Seatoun. 'The land there was nothing more than a windswept arm of heaped-up sandhills and tawhiri scrub, providing an ideal place for children to engage in every imaginable game, from battles-royal to digging up rabbits, hundreds of which overran the place.'15
15 In an unidentified newspaper article, dating from September 1907, reproduced in Kenneally, J.M., & Kenneally, B.M. (1981). Early Days on the Miramar Peninsula, Colonial Associates, Wellington, p. 44.
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Captain Shilling recalled, 'A southerly wind was blowing and there was a nasty jobble on the sea. Pilot Sims went out with the crew, and the whaleboat was towing behind the ship when it suddenly capsized in the trough of the waves. Pilot Thomas Sims and two of his men were drowned. Captain Henderson, who was in the boat at the time, was one of the two men saved.'16 The traumatised survivors had to walk home to break the news to Sim's wife and family.
Memorable wrecks
When a ship laden with a cargo of wines and whisky grounded on Barrett's Reef, the crew safely abandoned the vessel. They returned on a salvage mission the following day, but there was surprisingly little to be found. It appeared that some hardy
16 Quoted in Kenneally & Kenneally (1981).
fishermen from the Breaker Bay fishing huts had surreptitiously retrieved much of the cargo during the night.
By 1846, Worser's Bay was often mentioned in media reports. On 18 July the New Zealand Spectator and Cook's Strait Guardian reported, 'We are sorry to state that the Amelia, a small vessel of eight tons, parted from her anchor on Monday night, and went ashore in Worser's Bay. A part of the cargo was saved, but the vessel is a total wreck.'
When crew on the ketch Amateur spotted two whales floundering on the beach at Worser's Bay in 1870, the Otago Witness of 8 January reported that 'Captain Palmer at once anchored, hoisted out the boats, and immediately proceeded to the place with the necessary lines, and secured them to a log on the beach. One was afloat, and the other partially aground, both being alive at the time. The whales are fin-backs and

will probably turn out six tuns of oil. Captain Palmer will proceed to Worser's Bay this morning with the necessary implements to cut them in, and the blubber will be tried out in Evans Bay. Captain Palmer brought in a piece of blubber, cut off the belly, and it is from five to six inches in depth.'

Pilot Lancelot Holmes, his son Joseph (then a cadet), Bob Shilling and three other men standing alongside their whaleboat at Worser Bay, Wellington, circa 1885. After 28 years of gripping the stern oar in the pilot boat, the sinews in Holmes' hand contracted so severely that he was almost a cripple. In 1888, he took extended leave of absence, and he retired six months later. [PHOTOGRAPH TAKEN BY WILLIAM WILLIAMS. NATIONAL LIBRARY. ½-140314-G]

Worser Bay pilot station, Wellington, circa 1880s. The persons standing on the verandah are probably Rachel and Lancelot Holmes. [PHOTOGRAPHER UNIDENTIFIED. NATIONAL LIBRARY PACOLL-6348-39]

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Other surprise arrivals included two coffins, one of which contain an almost complete skeleton (the skull was missing), and the other empty. The Wellington Independent of 15 March 1864 reported 'The empty one was made out of New Zealand white pine, and the other of dark red wood, very strong, and of European make. One of them had evidently been washed ashore; as it was found amongst driftwood; but the other being behind a sandstone rock had the appearance of having been buried there.'

Chief Pilots at Worser Bay, 1866–1894:

- J.A. Scott, 1866–1870
- Lancelot Holmes, 1870–1888
- William Shilling, 1888 and again 1889–1894
- Thomas Sim's eight-month tenure ended tragically in 1889 when he and two crewmen were drowned at the Heads. Sims left a wife and seven children.

Moving to Wellington

In the 1890s, the pilot and tug needs of the harbour were taken over by privately owned craft in an arrangement with the Harbour Board. In July 1894 the pilot station at Worser Bay was closed and the pilots were brought back into town.

From 1917 to 1979, the Pilot's Cottage – 229 Marine Parade, at the junction of Awa Road –had only two owners, John Gamble and Kerry Leydon. Mrs Leydon continued to live there after her husband's death until its sale in June 1979. Simon and Tami Louisson have owned the cottage since 1998.

Heritage New Zealand has given a Category II Heritage listing to the corrugated iron cottage. Its corrugated iron cladding is believed to be the oldest such iron still in existence in Wellington.

CHAPTER 3
A community develops in
Seatoun and Worser Bay

The swaying coach, the smell of lanterns, the crack of the whip and the spectacle of father and ten other men helping to push the bus up the slippery gradient of the Miramar saddle was guaranteed to make us eat a huge tea when we did arrive at the holiday house.

Quietly tucked into the eastern coastline of the outer harbour and sheltered from the worst of Wellington's winds, Worser Bay's large sandy beach provides plenty of room for swimming, sailing and playing. Small wonder, then, that it soon became one of the city's most popular picnic areas. The adjoining areas – Seatoun, Karaka Bay and Scorching Bay – all had their charms, but Worser Bay was undoubtedly the jewel in the Eastern Bays' crown.

For the European settlers of the 19th century, access to this seaside playground was largely from the sea. On 27 December 1876 the New Zealand Times reported that the Moa had taken various picnic parties to Worser Bay and the pilot station, then commented that the boat 'was patronised to the full extent of her capacity, and the excursionists appeared to thoroughly enjoy themselves'.

When the paddle steamer Manawatu was co-opted to take picnickers to the bay

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a couple of days later, there was some unexpected excitement. 'As the steamer was entering the Heads this morning a large whale was perceived lying stranded on the beach at the south end of Worser Bay, outside the Pilot Station', reported Captain Harvey in the Evening Post of 29 December 1876. 'The monster of the deep was pointed out to the passengers, who were duly impressed with the vastness of its proportions.'

The newspaper went on to explain that the Manawatu would make two excursions to Worser's Bay on the following Monday, New Year's Day, leaving the Queen's Wharf at 9 and 11 a.m. 'After landing any passengers or picnic parties who may desire to go ashore there, the Manawatu will proceed to the Heads on a fishing excursion. The trip will be a very pleasant one, and no doubt will be largely patronised. A full band will be in attendance. The fare will be only 2s. 6d. for adults, and 1s. for children.'

Seatoun – initial development

The main European settlement of the Seatoun17 area began when James Coutts Crawford, an early pioneer who had purchased the whole of Miramar peninsula,

commissioned E. Holroyd Beere to survey and draw up subdivision plans. When the estate was put on the market in 1878, Beere was so taken with the area that he acquired sections in the vicinity of Marine Parade and Beerehaven Steps (both of which he named), built a modest cottage and settled down to a life by the sea. Beere was aware that Crawford's ambitious plans for the area included setting aside sections for future shops, hotels and churches, and hoped that his investment would pay dividends. Another early investor was Wellington dentist H.P. Rawson, who was developing a dairy farm on land at the southern end of the township.

After initial heady optimism, the excitement quietly subsided and the 'township' of Seatoun languished as a remote, sandy, windswept part of the Crawford run. However, interest intensified as the charm of the area became more widely known. Always popular with day trippers, Worser Bay became increasingly attractive to people who wanted to stay a while. Between 1895 and 1910, many houses were built between the foreshore and the steep hills behind Seatoun and the nearby bays.

17 The name derives from a place in Forfarshire (UK) which was owned by the Crawford family.

Hearn's cottages

In the 1890s local plumber Robert A. Hearn and builder, Mr Sampson Williams, acquired five acres of land opposite Worser Bay's magnificent sandy beach and built a row of 12 holiday cottages – which were later to be known as 'The Twelve Sisters'. In 1897, an entry in the Cyclopedia of New Zealand enthused, 'Here, three comfortable four-room cottages have already been erected by the enterprising proprietors, and nine more are to be ready for the season 1896–97. They are fully furnished and fitted up with every modern requisite, having each accommodation for twelve persons. 'The beach is one of the best in the neighbourhood, and the bay, for boating, fishing and swimming has no superior. Near Mr Hearn's cottages is an abundant supply of pure water, and the well-known Whangatura-a-Tara mineral springs, which are said to possess great healing virtues, are on the property.'

Readers were assured that Messrs Hearn and Williams would undertake 'to remove all rubbish and attend to the sanitation of the cottages. Boats are provided for the tenants free of charge, bathing sheds are available, and everything is done to

For many years, this line of cottages (167–199 Marine Parade), dominated the landscape between the store and pilot's

cottage and its outbuildings. The cottages were popularly known as 'The Twelve Sisters'. [HATCH COLLECTION.]

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promote the pleasure of the visitors. There is a good dairy on the spot, and provisions are delivered at town prices. The drive is pretty and pleasant, the road being excellent for cyclists. Messrs Hearn and Williams find a great demand for their prettily situated cottages, which are let at twenty shillings per week. Three medical men have made marine houses for themselves in the locality, and Mr Hearn resides on the spot.' There wasn't yet a ferry service, but residents could hire boats which would take them into town in time for the business of the day, returning to the bay each evening at the very reasonable fare of two shillings a week.

Hearn and Williams also built a store and tearooms which they later turned into a kiosk. Located on the narrow ribbon of sand that ran between the steep cliffs and the high-water mark, this collection of buildings quickly became the focal point of the district. When the telephone line that served the pilot's base was extended a little further to the south, Hearn's became the first post and telegraph office on the peninsula. Herbert and Ada Wyatt were the storekeepers in 1911, but their tenure came to an unfortunate end in July 1915 when Herb's lack of attention when frying fish resulted in a devastating fire. By this time the stables were superfluous, and the kiosk at Seatoun tram terminus had become the preferred public and private function centre.

Jack Marshall's coach service

Local entrepreneur Jack Marshall bought sections in the bay area in about 1889. He worked as James Hearn's coachman for a while, became a storekeeper and then set up a transport business. At that time the route to Wellington from Worser Bay was over the rough track known as Awa Road and continued to Newtown via Constable Street. Marshall's stables were conveniently located in the 'Green Shed' at the end of Awa Road – a building which was later the home of the Worser Bay Boat Club. He also kept horses opposite Worser Bay School. Marshall and his family lived at 193 Marine Parade, just south of the pilot house.

Marshall started small by buying a buggy. Early Seatoun resident Cliff Perry spoke of how Marshall took his father to work every day in a little horse-drawn cart. Demand grew so rapidly that Marshall purchased a coach that could accommodate 16 inside passengers. It was never a comfortable journey – the driver used to quip, 'First-class passengers, sit still; second-class walk; third-class, get out and push. No rebate for pushing!'

It was much the same when the Jolly family travelled on the coach on the way to their weekend holiday home in Karaka Bay in the late 1890s. Their tickets stated:

'Marshall's Worser Bay–Karaka Bay Service [this was running to and from the city]
Fare 1/6 Single
Departs from Royal Oak Hotel
Men will walk all hills. Women and children only remain in bus.'

The trip could be hard work for the men of the party, but it was a great adventure for the younger generation. Doris Jolly (later Gordon) recalled, 'To juveniles the swaying coach, the smell of lanterns, the crack of the whip and the spectacle of father and ten other men helping to push the bus up the slippery gradient of the Miramar saddle was guaranteed to make us eat a huge tea when we did arrive at the holiday house.'

Marshall's coach at Karaka Bay wharf, heading towards Worser Bay, Wellington, circa 1900. Photo taken just south of 393 Karaka Bay Road. [NATIONAL LIBRARY 1/2-075734-F]

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The ferry

By 1899 the Jollys had moved over the hill and were living full-time at Karaka Bay. Doris related that at that time, 'The residents of Karaka Bay and the adjacent bays were deciding that they had had enough of bus trips. A ferry steamer of their own, they argued, no matter how primitive, would get them into the city with half the inconvenience in half the time.'

Everything changed shortly after the Wellington Steam Ferry Company was formed. In 1901 wharves were constructed by the Seatoun Roads Board at Seatoun and Karaka. When the Miramar Ferry Company started a regular service to the city the return fare was one shilling and passengers had to accept that occasionally cir□cumstances (weather or defective machinery) would cause a cancellation of a voyage.

The Jollys were staunch patrons of the little ferry company. Doris recalled that their vessel was named Loyalty, 'and although she was a discard from one of the Sydney ferry services, she took the harbour gales valiantly and stood in close to shore with a daring that would have done credit to the men of Devon. I usually went to meet father and Frank on the 5.45 p.m. evening return, and one darkening autumn night father sprang ashore with the remark, "Why didn't you bring the lantern? The captain could hardly see the wharf tonight!" The next night I took along the family lantern. It was a spindly affair, merely a candle sheltered by a circular lampshade. But it served two winters. After my first night of lighting-in, the skipper bawled down his thanks from the bridge and added the instructions: "When you see my mast light rounding the point, put your lantern on the north-eastern bollard. Then when the ship's lights fall on the wharf, hide your lantern and stand by for the throw rope."

'My appointment was as simple as that. On rare occasions the skipper and the lantern girl [Doris] had an anxious time if Loyalty failed to berth at her first coming alongside. But berth her we always did. It was the highlight of my day, those exciting few minutes with the throw rope and hawser. Opposite me was the little Loyalty rolling some twenty feet away from the pier, and a hundred muffled passengers getting thrills from a new version of pitch and toss. The passengers were generous. Occasionally they had bets on the way across the harbour that the Karaka Bay residents would have to land at Seatoun and hike two miles home to their teas. If a southerly gale was blowing, the berthing became as exciting as a Christchurch Cup meeting, so they applauded a successful attempt with the hawser, but kept silent if I missed the throw.

'One evening I had tonsillitis, so mother lighted-in Loyalty. That night the giant Taniwha, whom Māori legend says resides in Cook Strait, was throwing in every□thing he had. Mother donned her ancient sealskin coat, but the salt spray drenched it through. At home, we dried the sealskin by the fire, but brine apparently is no treatment for antique seal. Ours disintegrated before our eyes.'

Local resident George Perry would take a boat to town every work day, leaving Seatoun at 7.00 a.m. His son Cliff recalled, 'On one occasion he slept in, the boat tooted for him, his family waved a lantern from the window to let the captain know he was on his way, and he got to the wharf in time. Such was the community spirit.'

From 1902 to 1906 Admiral and Loyalty were the stalwarts of the route. There was a change of pace in 1906 when the Wellington Steam Ferry Co., which took passengers to and from Days Bay, formed a rival company and started running boats to Seatoun and Karaka Bay.

The steamboat Admiral and passengers at Karaka Bay wharf, Wellington, circa 1900. [PHOTOGRAPHER UNIDENTIFIED.
NATIONAL LIBRARY 1/2-075725-F]

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For a brief period the jostling for position and wharf space between the Miramar Ferry Company and the Wellington Steam Ferry Co. provided great entertainment for passengers but this settled down when the two companies merged their fleets and became the Wellington Harbour Ferries.

The challenge of sand

To some extent, well-established karaka trees and light bush protected Karaka Bay from the vagaries of the weather and the inconvenience of drifting sand. However, there were many areas, especially on the foreshore at Seatoun, where sand blew unimpeded from the beaches. So much sand accumulated in the ceilings of some houses that the joists sagged with the weight. Owners and tenants had little option other than to scramble into their lofts and dig it out by hand.

In the early years of the century pōhutukawa and pines were planted in an attempt to stabilise the dunes, but the problem of unwanted sand continued. A barricade of sandbags was formed to prevent sand-drift into the road and into the channels at Worser Bay, but this wasn't universally welcomed. The Evening Post of 27 March 1926 commented, 'The barricade is ugly in the extreme and spoils the beauty of the marine drive at this point. Moreover, it is not effective, as there is no appreciable difference to be noticed in the loose sand on the road. Labour has been wasted, and the nuisance is not abated as it would have been by the erection of a wall at high-water mark.' In later years a concrete wall was built to keep the sand at bay.

Ironically, the white sand of nearby Scorching Bay was in such great demand that its removal was carefully monitored. Authorised persons could remove sand at the charge of four shillings a load, but no one else was allowed to take any. As late as 1914 it was common to see horse-drawn drays at Scorching Bay being filled by a hefty man with a shovel – one of the few people permitted to do so.

The Seatoun Tunnel

Before 1907, Seatoun could only be reached from the sea or over the hill via Awa Road. This changed when a tunnel was built for electric trams. Work began on the 144-metre-long and 8.2-metre-wide tunnel between Strathmore and Seatoun in 1905 and the grand opening was held in December 1907. At this time the population of Seatoun was less than 1000 people.

Men at work at the entrance of Seatoun Tunnel, Wellington. Photographed in either 1905 or 1906 by unidentified photographer. [NATIONAL LIBRARY, PACOLL-3366-5]

Looking from inside the Seatoun Tunnel towards a horse drawn cart, and the sea, circa 1910. [PHOTOGRAPHER UNIDENTIFIED. NATIONAL LIBRARY. 1/2-091609-F]

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The arrival of the motorcar and development of coastal roadways to Miramar and Seatoun meant that interest in travelling by sea quietly fell away. After the tramway tunnel opened, ferries progressively lost business and the regular ferry service was discontinued in 1913. A ferry service was reinstated in 2006 as part of the Days Bay service.

Life at Karaka Bay

In 1898 George Perry built a house on the face of the hill overlooking Seatoun. His son Cliff recalled that he did the building himself 'with help from my 12-year-old brother Will. There was over an acre of land and my mother Drucilla kept fowls and goats. She sold eggs to Campbell, the grocer, whose man would come every week for an order and deliver the previous week's one. Sometimes my mother had a ride to Newtown in his cart.' Cliff had the daily task of collecting milk from Rawson's dairy farm, which was situated on a tree-surrounded block of land bounded by Falkirk Ave, Burnham Street, Inglis Street and Dundas Street.

When the Manthel family moved to 375 Karaka Bay Road in 1914, horse-drawn vehicles were common. Their daughter Marie (later Perry) remembered, 'A Chinese fruiterer was a weekly caller with a cartload of fruit and vegetables. Mr and Mrs Blood, who kept fowls and ducks in Wilberforce Street, came weekly with fresh eggs, The Simmons and Osborne man was a welcome caller with his cart of stone jars of ginger beer, lemonade or creaming soda.'

Transport from Karaka and Worser Bays to Seatoun was provided by a horse□drawn tram. According to Marie Perry (née Manthel) this was soon replaced by 'a motor vehicle that was just like a box on wheels, with seats around three sides. If we couldn't get the bus to Seatoun, or walk there, we could walk over the hill to Miramar and get a tram to Courtenay Place. They left every hour, and if we missed one, we could walk across the Miramar paddocks, through the cutting and on to Kilbirnie.'

The residents of Seatoun, Worser Bay and Karaka Bay were a close-knit communi□ty. Everyone knew each other as, prior to the opening of the tunnel at the end of 1907, all of them travelled to town by the ferry steamers, Duchess or Cobar. Wives had only McFarlane's store at which to shop. Local residents often met there, and especially so on Friday nights as that was when bills were paid.

The village-like nature of the community meant that children spent much of their spare time playing in one another's homes or roaming the foreshore and hills. They also took part in various entertainments that were held in the kiosk, sports' clubrooms, school rooms or church halls. Highlights included an occasional outing in a motor vehicle, or tram rides to town.

Sports facilities were a priority – cricket and soccer were played at Seatoun from an early stage. Tennis courts and a bowling club were also built. In the 1920s most of the male youths fished, played sports, sailed and swam together. Hiking around the coast to Breaker Bay and beyond was another popular activity.

When Marie Manthel joined the swimming and lifesaving club in about 1915, she and her friends worked for certificates and bronze medallions. 'Classes were held on Worser Bay beach, and we were instructed by a Mr Collier. Tests were at Te Aro baths

A small gathering outside the Worser Surf Life Saving Club in 1912. By the time the Worser Bay Surf Life Saving Club began in 1910, trams were running through the tunnel to Seatoun, and Worser Bay had become a popular swimming and recreational area. The pilot's cottage is behind the clubhouse. [HATCH COLLECTION.]

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and most from Worser Bay passed. During the summer there were swimming races most Saturdays and once a year there was a swim from Seatoun Wharf to the Green Shed.' As Worser Bay's popularity as a seaside resort grew, bathing sheds were erected, and members of the Scorching Bay Ladies' Life Saving Club patrolled the beach. During the First World War, dances were held either in the Seatoun Masonic Hall or in the Green Shed. Mr Rodney Panckhurst, a first-rate dance pianist, used the old Rawson home as a cabaret. The floor above the Scorching Bay shop was also used as a cabaret. Other social gatherings were held in the Seatoun Kiosk.

Fishing

During the 1880s and 1890s fish and crayfish abounded in the area. Some of the most successful fishing took place by the wreck of the Willie McLaren, a coal-laden wooden barque which sank about 300 metres off Seatoun beach in 1889. In subsequent de□cades, local fishermen would often come ashore with a useful combination of fish and the coal to cook it with. Tarakihi was reputed to be particularly abundant, but moki, kahawhai and blue cod were also plentiful, with the occasional gurnard for variety. Some fishermen supplemented their income by selling fish either on the beach or from door to door. This was a welcome additional source of income in hard times. Others distributed their surplus catch free to local residents who gathered on the beach. This tradition survived well into the 1950s when keen fishermen Ross Walker and his brother Garry used to 'feed half of Worser Bay with the butterfish (moki) that we caught in nets'. The boys' nets were mended by a local fisherman, Jack Slater, a Shetland islander who used to sling his nets between the lamp-posts.

Education

When regular ferry services were established between Karaka Bay and Seatoun, the Jolly family decided that Frank would go into town with his father each day, but that Doris, who was convalescing from illness, would have to take her chance of education at the bay. 'I had just had my eleventh birthday when we moved out, and for the next four months I was gloriously free to regain my health. I learned to swim like a fish, knew the names of all the shells on the beach and the fish found in the harbour, and the destination, nationality and cargo of every ship that passed our door on her way into or out of the harbour.

'Then at 12 I was sent to Worser Bay School where I spent the only year of unbroken education I was ever to receive in childhood. I worked at standard four arithmetic and standard five everything else.'

When Maurice Manthel bought a second-hand car in 1914, the Karaka Bay children used to line up to get a ride to school. His daughter Marie recalled, 'With the hood folded down, a whole row of them could sit across it with their legs dangling down at the back. Mr Fox, the Borough Engineer, owned a motor bike and a sidecar, and lucky ones sometimes had a ride with him.' For some, education continued at the Sunday School at Worser Bay Methodist Church. There was also an active Bible class, and for many years the young people went to Christmas and Easter camps on the foreshore across the harbour, ferried there by Mr Sam Silver of Karaka Bay in his launch.

Fort Dorset

When Colonel P.H. Scratchely, an Australian officer, came to New Zealand to advise the government on coastal defence requirements in 1880, he recommended the site of a fortified Māori pā (Oruaiti) as being ideal. Nothing happened for many years, but in 1905 Fort Dorset was established. By 1910 Fort Dorset, which was named after the surgeon-in-chief on board Captain Herd's vessel, which arrived in the harbour in 1826, had a battery of 6-inch guns and a battery of 12-pounder guns. These were manned by members of the Wellington Naval Artillery Volunteers.

At the outbreak of World War I, the 12-pounder guns were removed and placed on merchant ships for their own protection. When hostilities ended in 1918, the government disbanded the fortifications at Fort Balance and on the inner harbour area and concentrated the coastal defences at Fort Dorset. The 12-pounder guns were returned and reinstalled in 1921. Fort Dorset was gazetted as a military base in 1929.

Worser Bay is ready for a boating club

By the 1920s a strong community had developed in and around Worser Bay and across the Miramar Peninsular. Housing had been established, transport infrastructure was in place, shops and services were beginning to appear and schools were up and running. The time was right to add a boating club to further enhance the area.

Appendix 4.

Community conversation and the collecting of baseline data for Te Kahu Moana ki Kākāriki, a marine management area at Worser Bay.

Worser Bay Marine Management Area

Worser Bay Boating Club is part of Yachting New Zealand's nationwide initiative called Moanamana, which is aiming to help restore the mana of moana.

The club is working with local schools to

establish a NZL Blue Belt site to protect and restore marine biodiversity around Worser Bay. The club and the schools are using a set of tools to monitor the health of the Worser Bay marine environment, and are working on a series of projects to help restore that environment.
It is proposed that a Worser Bay Marine Management Area, including a voluntary no-take zone around the club, be put in place for the next ten years to give the restoration projects a chance to succeed.
The purpose of these information panels is to start a community conversation about the marine management area at Worser Bay.
Please read through what we propose and then join in the conversation online at wbbc.org.nz/moanamana.
Join in the conversation about the proposed Worser Bay Marine Management Area.
wbbc.org.nz/moanamana
The conversation is supported by ...
Te Kahu Moana
Ki Kākāriki
It is proposed that community-initiated kahu moana, or cloaks of protection, be put in place for marine management areas at NZL Blue Belt sites around the country.
Te Kahu Moana ki Kākāriki is a cloak of protection that is proposed to be laid over the moana at Worser Bay.
Te Kahu Moana ki Kākāriki will be gifted to the community at Worser Bay by Taranaki Whānui ki Te Upoko o Te Ika who view what is proposed at Worser Bay as aligning with their vision for the harbour.
Te Kahu Moana ki Kākāriki comes with the support of the Greater Wellington Regional Council.
Ultimately, Yachting New Zealand's network of NZL Blue Belt sites will become the marine equivalent of Predator Free New Zealand, with kahu moana providing the mandate for local restoration efforts.
Each kahu moana will be guided by the moemoeā or vision of mana whenua, and will require endorsement and support of regional territorial authorities.
Cultural Narrative
Many years ago, the legendary navigator Māui hooked a giant fish that, when pulled to the surface, turned into the North Island of New Zealand, or Te Ika a Māui. Te Upoko o Te Ika a Māui, the head of the fish of Māui, is now also known as Wellington.
The harbour was once a large lake that formed in one of the eyes of Te Ika, with no entrance to the sea. Two great Taniwha lived in the lake for many years, one called Ngake and the other called Whātaitai.
After many years Ngake smashed his way through the rock and earth by Seatoun, creating a wide channel out to the ocean. The gap that Ngake created is now the entrance to the harbour through which the first sea water to enter Worser Bay flowed.
Kupe was the first explorer to visit Worser Bay and the name Te Tūranga-o-Kupe (the standing place of Kupe) refers to the foreshore and the stretch of water and land between Worser Bay and Steeple Rock.
In the 13th Century the great navigator Whatonga sent his son Tara-Ika and his half-brother Tautoki to explore and settle the land around the harbour. The descendants of Tara-Ika became the iwi known as Ngai Tara and were tangata whenua, the first people to settle on this land.
The harbour is known as Te Whanganui-a-Tara, the great harbour of Tara.
By the 18th century Ngai Tara were sharing their lands

around Wellington Harbour and up the Kapiti coast with many other Iwi Māori including Ngāti Ira who subsequently became the dominant group around the harbour, including at Worser Bay.
During the first half of the 19th century, through gifting of land and through conquest, Taranaki Whānui became established as the dominant group within Te Whanganui□a-Tara. By the time of the signing of Te Tiriti o Waitangi they were recognised as having Mana Whenua status across the rohe, a status that was further strengthened through the signing of the tenth's agreement with the New Zealand Company.
Much later this status was reaffirmed and recognised in law through The Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act which came into force on 2 September 2009.
Over many centuries fortified hilltop pā were built across Motukairangi. Notable among these around Worser Bay was the major pā of Te Whetūkairangi built by Tara and his people, which was on the ridge above the bay where Worser Bay School now stands.
Further down the ridge toward Worser Bay and slightly to the north of Whetū-Kairangi pā, was the site of the smaller Kākariki-Hūtia pā
Iwi and hapū Māori occupied these pā sites and their kainga closer to the shores of Worser Bay, with the area around the Worser Bay Boating Club being an important source of kai moana for centuries.
Join in the conversation about the proposed Worser Bay Marine Management Area.
wbbc.org.nz/moanamana
The conversation is supported by ...
Biodiversity
Values
Hidden beneath the surface of the moana at Worser Bay are majestic forests of giant kelp. Their canopies are visible from the surface as their long feather-like blades are buoyed by small air-filled bladders which help them float. The forests found here in the Wellington region are the northernmost populations for this species.
These kelp-tivating giants can reach lengths of over 30 metres and are among the fastest growing organisms on the Earth! They form the basis of highly productive ecosystems by providing food and shelter for everything from wandering anemones to wheke/octopus and schools of fish.
Te Whanganui-a-Tara is known for its dramatic rocky shorelines which support diverse habitats for different species across the intertidal and subtidal zones. In our rocky shore habitats at Worser Bay, amongst the giant kelp and encrusting sponges you can find starfish, hermit crabs, sea slugs (nudibranchs), sea cucmbers, kina, pauā, eels and even our precious manaia (seahorses)!
Did you know that in Aotearoa, we only have one species of seahorse - the large-bellied or pot-bellied seahorse (Hippocampus abdominalis). They have made it into the Guiness Book of World Records as being the largest species of seahorse in the world (adults can grow to 35 cm).
Human-induced threats and stresses such as marine heatwaves, some fishing practices, and sediment and nutrient runoff are all contributing to a decline in giant kelp populations and marine species at Worser Bay.
Join in the conversation about the proposed Worser Bay Marine Management Area.
wbbc.org.nz/moanamana
The conversation is supported by ...
Project 1:
Penguin Hotel
Worser Bay Boating Club has worked with Yachting New Zealand and Te Kāhui Ako o Te Motu Kairangi, a cluster of schools in the Eastern Suburbs, to create Moanamana. Moanamana is a Mataiahika, or local curriculum, that enables students to participate in learning experiences outside the classroom that involve connections and engagement with mana whenua/tangata whenua and the local community.

As Moanamana was being framed students at Wellington High School developed a vision for a series of projects that students could work on progressively across many years to restore the marine ecosystems at Worser Bay. The first of these projects was a penguin hotel. Students designed a fenced off area adjacent to the carpark at Worser Bay with a tunnel through the rock revetment to the high tide zone. In the fenced off area they installed penguin nests and planted vegetation to encourage kororā to nest.

In 2024 the first guests checked into the student's penguin hotel! Two mating pairs set up a nest in two of the nesting boxes and three kororā chicks were successfully hatched and fledged. The kororā were tagged and are now part of the NIWA monitoring programme.

RŪNĀ

Moanamana is one of three modules in RŪNĀ, Yachting New Zealand's school and kura engagement programme. RŪNĀ supports kiwi kids to learn from the past as they steer New Zealand toward a sustainable future.

Kōrinorino

Our Ancestors' Wake (Te Ao Tangata | Social Sciences and Aotearoa New Zealand Histories - focuses on understanding local settlement stories).

Kōkōkaha

Powered by Wind (Science, Technology, Engineering and Maths - focuses on designing sustainable energy solutions).

Moanamana

Building New Zealand's Blue Belt (Science, Maths and Education for Sustainability - focuses on restoring marine ecosystems).

Join in the conversation about the proposed Worser Bay Marine Management Area.

wbbc.org.nz/moanamana

The conversation is supported by ...

Project 2:

Kelp Forest

In 2023 the Boat & Beach Wise Trust was awarded an MBIE 'Unlocking Curious Minds' grant for Moanamana and, as part of the grant, formed a relationship with Mountains to Sea Wellington.

Through their Love Rimurimu project, Mountains to Sea Wellington are carrying out seaweed regeneration around the Miramar peninsula and have identified Worser Bay as a site where the local kura would lead seaweed restoration. They are working with Te Kura Kaupapa Māori o Ngā Mokopuna to trial a range of different regeneration methods at Worser Bay to help identify the best way to restore seaweed across Wellington harbour.

Mountains to Sea and the Kura are entering their third season of 'kelp-ling' plant-outs and are monitoring the Worser Bay kelp forest regularly.

Students collecting and recording ocean temperature and salinity data.

The Unlocking Curious Minds grant was also used to develop and trial a set of citizen science tools that students and their communities can use to monitor ocean health at Yachting New Zealand clubs across the country. The Trust worked with the University of Otago New Zealand Marine Studies Centre to establish the following tools and processes.

•Environmental conditions measurements to record temperature, salinity and clarity of coastal water in relation to weather events.
•Marine Metre Squared surveys to monitor biodiversity in intertidal areas.
•Photogrammetry models to create digital 3D representations of the shoreline.
•Underwater transect surveys to record species along designated marine zones.
•Plankton surveys to monitor diversity of microscopic marine life.
•Baited remote underwater video (BRUV) surveys to monitor subtidal marine species communities.
•Settlement plate surveys to monitor settlement of marine larvae over time.

Join in the conversation about the proposed Worser Bay Marine Management Area.

wbbc.org.nz/moanamana

The conversation is supported by ...

Project 3:

Pāua Nursery
In 2023, students from Wellington East Girls College began investigating the pāua population at Worser Bay.
They started by snorkelling at both the Taputeranga and Kāpiti Island marine reserves to see pāua populations in an environment where they were not under pressure from increased predation or destructive fishing practices.
They then snorkelled around the rocks in front of the boating club at Worser Bay and compared what they saw there to what they saw in the two marine reserves.
They noted that the size and abundance of pāua were much greater in both reserves than they were at Worser Bay. They suggested that a no-take zone be put in place at Worser Bay to see if the pāua would increase in number and size.
In 2024, the next group of students from Wellington East Girls College investigated ways in which pāua could be helped to flourish at Worser Bay. After discussions with scientists at NIWA they began testing pāua pods as a mechanism for giving juvenile pāua shelter to help them become established, and found this to be successful.
The next step for students from Wellington East Girls College is to work with the Worser Bay community to establish a voluntary no-take zone in Worser Bay, and to get the necessary consents to trial using the pods to increase the pāua populations at other reef sites around Worser Bay.
Students collecting a plankton sample and setting up an underwater video session.
Join in the conversation about the proposed Worser Bay Marine Management Area.
wbbc.org.nz/moanamana
The conversation is supported by ...
Join in the conversation about the proposed Worser Bay Marine Management Area.
wbbc.org.nz/moanamana
The conversation is supported by ...
Project 4:
Underwater Art
Underwater art galleries are being installed all around the world. Whether it is the Museum of Underwater Art in Australia, or the Underwater Sculpture Park in Grenada, these galleries and their artwork have two things in common.
First, underwater art galleries serve to educate communities about the pressures our oceans are under, and second, the sculptures within them are created with materials and designs that help marine life to flourish.
This sense of purpose is shared by the students at Wellington High School who have a project to establish an underwater art gallery to the north of the carpark at Worser Bay Boating Club.
The underwater art gallery will act as a snorkel trail and be part of the no-take zone within the Worser Bay Marine Management Area. The aspiration is for a high quality art installation that becomes a recreation attraction for Wellingtonians, tourists and other visitors to our city.
The project includes: establishing a baseline of what life exists in the area now; working out the size and path for the snorkel trail; researching materials to be used and methods for anchoring the sculptures; working with mana/tangata whenua to identify pūrākau that could help inform the design; and, engaging with artists to establish the initial designs for the sculptures.
Once the investigations and preliminary design work is finished students will work with Greater Wellington Regional Council to get the necessary consents to install the sculptures at Worser Bay, and with the Boat & Beach Wise Trust to find the funding to make the Underwater Art Gallery a reality.
Yachting New Zealand has joined with TEAM Cloud to create the Moanamana App which gives students the power of Oracle Technology to record and analyse ocean health data.
Peter Burling, skipper of the Black Foils Sail GP team and co-founder of Live Ocean is a Moanamana ambassador, alongside Erica

Dawson, member of the NZL Sailing Team and silver medallist at the Paris Olympics.
Project 5:
Anemone Garden
Students from schools across the Eastern Suburbs have been learning how to use Marine Metre Squared and Photogrammetry to monitor biodiversity in the rock pools and inter-tidal zone at Worser Bay.
Marine Metre Squared and Photogrammetry are tools used by Dr Sally Carson from the New Zealand Marine Studies Centre to connect communities to their local coastlines.
Marine Metre Squared involves counting the number of different species within a square metre of intertidal reef structures. Photogrammetry involves students taking multiple photos to generate a 3D digital model of the reef.
Students from Worser Bay and Seatoun Schools are now working to establish an artificial reef structure called the Anemone Garden in the intertidal zone between the Worser Bay Boating Club launching ramp, the diving board and the beach.
During 2025 they will create a design for the area that uses 3D printed marine modules as a way of creating better habitats for sea life.
It is envisaged that some of the modules will be permanently submerged underwater, while others will lie fully exposed at low tide. A set of bathyscope underwater viewers will be publicly available to encourage people to 'just look and not take' once the Anemone Garden is in place.
Once the design work is finished students will work with Greater Wellington Regional Council to get the necessary consents to install the modules at Worser Bay, and with the Boat & Beach Wise Trust to find the fu

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 31

Contribution ID: 36803
Member ID:
Date Submitted: Aug 05, 2025, 10:35 AM

Q1 **Name**

Short Text: Saki (Thomas) Hannah

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: "Harbour Madness" - lunch time swimming group with voluntary membership of around 100 (fluctuates winter / summer). This feedback also reflects my individual views.

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: As a reasonably large group of swimmers many of whom swim regularly during the week and year-round, we believe the lack of amenities, or limited access times to them in some areas reduces the usability of some beaches. We therefore support the following pathways within this value:
- Strategic placement and provision of coastal amenities, although we disagree with the seemingly arbitrary 4km distance to a toilet as that is only appropriate for those in cars, and we suggest the placement is done on local need, not distance to another toilet.
- Support for water access and recreation. We support the rafts and recommend an additional swim raft is located at Scorching Bay.
- Enhancing coastal accessibility and equity. We support this at limited key locations (Freyberg/Oriental Bay beaches and Scorching Bay), while also wishing to keep the more natural look and feel and access paths to many coastal locations and smaller beaches.
As a general comment anything that assists access, amenities & safety for all water users but particularly for ocean water swimming is strongly supported by our Harbour Madness swim group. Considerations might include - siting of life preservers & AEDs at popular swimming spots; consideration of tighter management of water craft in popular swimming areas - Oriental Bay in particular where I was hit by a large sport cruiser boat not paying attention when moving inside the 5 knot area. Swimmers in this area regularly see watercraft not paying attention & moving at speeds above 5 knots / displaying unsafe behaviour (question whether motorised craft should be excluded); greater

co-ordination of GWRC, WCC & Wellington Water (& any enhancements to Plan docs) around managing water quality in the harbour

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text As a group we support the pathway to "Protect the coastal character through careful design" as the design of the coastal areas has a significant impact on the enjoyment of the experience and the accessibility for swimmers. Supporting this pathway is one reason why we only include limited support for the Value 2 - Pathway 2.4 - Enhancing Coastal Access and Equity, as we believe it will be hard to balance the two competing values, especially at smaller beaches.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text The protection and restoration of coastal ecosystems, especially the following three pathways: Targeted ecosystem recovery; Remediating and mitigating coastal infrastructure impacts and; Enhancing Litter management will inherently provide a better, safer, environment for swimming in. Benefits we expect from this include more aquatic/marine life, less rubbish, and less water pollution.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text The group supports the use of nature-based solutions for coastal protection over hard infrastructure as this often provides for a better swim environment and experience.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays
Hue te Para
Lyall Bay
Rangitatau
Moa Point to Breaker Bay
Te Whanga Rāwhiti
Eastern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Ākautangi
Cobham Dr to Point Jerningham
Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Tapu te ranga | Southern Bays: Island Bay is poorly served with changing facilities, and long overdue for the old Surf Club showers and toilets to be properly refurbished and made accessible year-round. The current setup means many children run across the busy marine parade to get to the toilets on the far side of Shorland Park and several near misses on that road have been observed. Proper toilet and changing facilities on the beach would resolve this significant safety issue.
We support the work to mitigate contamination risks at Houghton Bay but also believe this should be extended to include Owhiro Bay which should be a more popular beach but ongoing pollution issues.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text Hue te Para | Lyall Bay: Lyall Bay's Eastern end has no council provided toilets but often is the busiest part of the beach for swimming as well as surfing. The walk from the "Corner" Break to the Lyall Bay Surf Club is too far to be easily accessed by the surfers. This beach may warrant more than the prescribed 1 toilet per 4km rule and we understand (and support) that there are amenities proposed in the Wellington Airport development.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text Rangitatau | Moa Point to Breaker Bay: This area has no public toilet despite a major boat ramp, a nearby dog-park and a children's play area. The nearest toilets are over the Pass of Branda, in Seatoun which is impractical for all beach users in this area (without using a car).

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text Te Whanga Rāwhiti | Eastern Bays: Scorching Bay, like Freyberg, may benefit from having locker facilities as well as a new swim raft.

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd: We support the addition of a toilet in this zone

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Ākautangi | Cobham Dr to Point Jerningham:
We support the improvements at Greta point. This is an underutilized resource including for swimming.
We would like the Hataitai Beach and Balaena Bay Beach facilities to be open earlier in the mornings for swimmers to use.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text Te Rāngai o Onemutu | Oriental Bay:
At Freyberg Beach (the busiest swim beach year-round with at least 5 regular groups and many casual swimmers) the changing facilities and outdoor showers are not fit for purpose. These should be prioritised for an upgrade given the volume and year-round nature of the beach usage in this area.
-The outdoor showers are oriented open to the North and South which allows the prevailing winds through in either direction and the shower pressure is almost non-existent so it is sometimes hard to even get wet when a Southerly is blowing.
-The changing rooms are poorly lit and poorly drained. The Men's changing room is too small while the Women's changing room is closed in the mornings (peak swim time) when the cleaners are cleaning all the toilets, as the design has the cleaner's room accessible only from the Women's changing area. This poor design means many people change in the few limited toilet cubicles, causing queues for the toilets. Ideally the lighting and drainage would be be improved and a separate side access into the cleaner's room provided.
-There is a lack of locker facilities on the beach and this often results in people driving to the carpark, instead of walking, riding, or catching public transport, as they have nowhere to place valuables while swimming.

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from

threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

SCOPE
The scope of the plan is incomplete as it does not cover all of the coastline or coastal reserves that are managed by WCC (For reference please see the "Reserves in Wellington City" map https://wcc.maps.arcgis.com/apps/webappviewer/index.html?id=ecc904e99ef34dabb2401c55dc28677d). For example Pipitea Reserve (where the Kaiwharawhara Stream exits) Makara Beach and Boom Rock/Ohariu Valley Coast Reserves are all excluded from the current scope, and should be included. There is also no allowance for possible future WCC reserves in the plan, such as the area along the Te Ara Tupua shared pathway next to the railway line. We believe the plan must have sections covering the entire coastal area within WCC management, so there is a consistent set of rules and guidelines for the management of all coastal reserves for the life of the plan. Even if, for example, the sector north of Pipitea Reserve is excluded from the plan initially we suggest the plan has a review mechanism to add new sectors in the future instead of creating a separate plan for any new reserves.

In addition, the key recreation areas West and North of Oriental Bay including Taranaki Street Wharf, Frank Kitts Park and Shed 6 (all used for swimming on a daily basis, fishing, kayaking, rowing, Waka Ama and other sports) are excluded from the plan. These seem to be part of the separate Wellington Waterfront Plan, but having two plans to manage adjoining coastal areas will cause confusion. Even if the Waterfront area is not a formal reserve, the shared space there is treated like a reserve by the public and it would seem sensible to manage the areas with the same set of rules, or at least try to closely align the rules where possible. The coastal plan needs to address this gap in the sectors inconsistency, or at least include a strategy for consistently applying the rules across the Waterfront "Sector". This is "our backyard" as the Harbour Madness group swims every day in this area with the longest swim being from Queens Wharf (adjacent to Fergs Kayaks) where we all start, across to the Bronze Man at Te Papa / entrance to Chaffers Marina & back.

APPENDIX A
On Page 24 of Appendix A under "Swimming and Informal Water Play" we agree with most of the wording here but disagree with the Exception section as we believe these are already appropriately managed in the Wellington Regional Navigation Safety Bylaws 2021, Section 2.2 , or via the Regional Council and Regional Public Heath bylaws. Adding restrictions within the WCC plans just duplicates existing controls adding cost and management overhead unnecessarily.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 32

Contribution ID: 36802
Member ID:
Date Submitted: Aug 05, 2025, 10:34 AM

Q1 **Name**
Short Text: Esteban Funes

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Hue te Para
Lyall Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Introduction
Thank you for the opportunity to submit on Wellington City Council's Draft Coastal Reserves Management Plan (2025). This submission focuses on ensuring the Plan explicitly protects, recognises, and safely enables access for wind-powered water sports (windsurfing, wingfoiling and kitesurfing) on the South Coast, in particular Lyall Bay.
Wellington's identity and vibrancy is tied to its wind and sea. Surfing is well acknowledged in the draft plan, yet there is a significant disparity in support and resources provided to wind-powered sports in comparison. Windsurfing, wingfoiling and kitesurfing are equally iconic and visible activities in Wellington, bringing people to the city and activating beaches year-round.
I would also like to note that my submission supports the points made in Greg Thomas' submission, which I believe reflect the broader views of our community.
Key Points for Lyall Bay
1. Recognition of Windsports in the Plan
o The plan should recognise Wellington as the windiest capital in the world, and windsports are a defining part of its coastal recreation.
o Surfing is strongly supported in the draft, yet windsurfing, wingfoiling and kitesurfing need the same level of recognition, facilities, and access protection.
Request:
o Update approach 3.2b to say:
"Support Lyall Bay as a key surfing and windsports destination by maintaining appropriate facilities at both ends of the beach, supporting surf lifesaving clubs, and ensuring continued safe access to the beach."
2. Rigging Areas and Coexistence with Dunes
o In strong Wellington winds, it is unsafe to rig gear directly on the open beach. Safe, practical grassy rigging areas adjacent to access points are essential.
o Current rope-and-pole barriers are hazardous to wind-powered sports, particularly when handling large sails or foils in high winds.
o Clear, well-defined access points are required to allow safe movement between rigging areas and the beach.
o At Lyall Bay, a similar approach could be taken as is seen at Worser Bay, where dunes are allowed to form naturally while still providing a clear, maintained grassy area directly behind them. This balance both protects the dunes and creates a safe, practical rigging space for wind-powered water sports. It demonstrates that dune preservation and active recreational use can successfully coexist when access points and grassed areas are deliberately planned and maintained.
Requests:
o Reinstate an explicitly mapped and protected windsports access / rigging / launching area for Lyall Bay (as in the 2002 Plan).
o Remove hazardous poles and ropes in front of dunes, replacing them with

better-designed walkways that protect the dunes while ensuring unobstructed access.
o Maintain the grassy section adjacent to the western toilet block as a dedicated rigging zone.
o Improve access over the wall between car park and rigging area, either by cut-throughs or adding protective rubber capping to reduce climbing hazards.
3. Facilities and Fairness of Resource Allocation
o Currently, there is a large disparity in facilities between surf and wind□powered sports. Surf clubs are well-supported with infrastructure, while wind-powered sports lack even basic provisions.
o To achieve equity across recreational users, Lyall Bay should include:
□ Improved toilet and changing facilities
□ Rinse stations or showers for saltwater gear
□ Clear signage acknowledging windsports as an official use of the beach
Request:
o Align resourcing for windsports facilities with those provided to surf users, ensuring equity and safety across recreational groups.
4. Alternative Launch Sites (Dorrie Leslie Park)
o In large southerly swells, Dorrie Leslie Park is a critical launch site as it offers shelter and safer access.
Request:
o Acknowledge and maintain Dorrie Leslie Park as a designated wingfoil/windsurf access point in southerly conditions.
Community Contribution
The wind and surf sports community at Lyall Bay has a long history of caring for the coast. For example, following the major storm in 2013, members of the community organised a beach clean-up, removing debris and restoring access to the foreshore. These efforts reflect our commitment to the health and safety of Lyall Bay beyond our sport.
We are also willing to contribute to future community events or environmental initiatives (such as dune restoration, clean-ups, or awareness days) to ensure that Lyall Bay continues to be a safe, clean, and vibrant beach for everyone.
Alignment with Draft Plan Values
The requests above align directly with the values of the Draft Plan:
• Whai wāhi – Equitable access to the coast for recreation.
• Kanorau – Diversity of supported activities.
• Pāhekohekotanga – Integration of multiple users through smart design.
Lyall Bay is one of New Zealand's most important multi-use beaches. To protect its vibrancy and ensure safety for all recreational users, the plan must explicitly recognise and support wind-powered water sports alongside surfing.
Ngā mihi nui,
Esteban Funes

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 33

Contribution ID: 36801
Member ID:
Date Submitted: Aug 05, 2025, 10:30 AM

Q1	**Name**
Short Text	John Cleveland
Q2	**Suburb**
Select Box	Hataitai
Q3	**Email**
Email	[redacted]
Q4	**I am making this submission:**
Multi Choice	on behalf of an organisation
Q5	**Name of organisation you are submitting on behalf of**
Short Text	The Washing Machines" swim group (~200 Wellington swimmers
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Somewhat support
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral
Q10	**Please let us know a bit more about your choice.**
Long Text	This response is on behalf of a swimming community and is responding only to values that are directly swim related (individual members of the group may submit on this value separately).
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q12	**Please let us know a bit more about your choice.**
Long Text	As a large group of swimmers many of whom swim daily and year-round, we believe the lack of amenities, or limited access times to them in some areas reduces the usability of some beaches. We therefore support the following pathways within this value: - Strategic placement and provision of coastal amenities, although we disagree with the seemingly arbitrary 4km distance to a toilet as that is only appropriate for those in cars, and we suggest the placement is done on local need, not distance to another toilet. - Support for water access and recreation. We support the rafts and recommend an additional swim raft is located at Scorching Bay. - Enhancing coastal accessibility and equity. We support this at limited key locations (Freyberg/Oriental Bay beaches and Scorching Bay), while also wishing to keep the more natural look and feel and access paths to many coastal locations and smaller beaches.
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text As a group we support the pathway to "Protect the coastal character through careful design" as the design of the coastal areas has a significant impact on the enjoyment of the experience and the accessibility for swimmers. Supporting this pathway is one reason why we only include limited support for the Value 2 - Pathway 2.4 - Enhancing Coastal Access and Equity, as we believe it will be hard to balance the two competing values, especially at smaller beaches.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text The protection and restoration of coastal ecosystems, especially the following three pathways: Targeted ecosystem recovery; Remediating and mitigating coastal infrastructure impacts and; Enhancing Litter management will inherently provide a better, safer, environment for swimming in. Benefits we expect from this include more aquatic/marine life, less rubbish, and less water pollution.

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Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text The group supports the use of nature-based solutions for coastal protection over hard infrastructure as this often provides for a better swim environment and experience.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays
Hue te Para
Lyall Bay
Rangitatau
Moa Point to Breaker Bay
Te Whanga Rāwhiti
Eastern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Ākautangi
Cobham Dr to Point Jerningham
Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Tapu te ranga | Southern Bays: Island Bay is poorly served with changing facilities, and long overdue for the old Surf Club showers and toilets to be properly refurbished and made accessible year-round. The current setup means many children run across the busy marine parade to get to the toilets on the far side of Shorland Park and several near misses on that road have been observed. Proper toilet and changing facilities on the beach would resolve this significant safety issue.
We support the work to mitigate contamination risks at Houghton Bay but also believe this should be extended to include Owhiro Bay which should be a more popular beach but ongoing pollution issues.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text Hue te Para | Lyall Bay: Lyall Bay's Eastern end has no council provided toilets but often is the busiest part of the beach for swimming as well as surfing. The walk from the "Corner" Break to the Lyall Bay Surf Club is too far to be easily accessed by the surfers. This beach may warrant more than the prescribed 1 toilet per 4km rule and we understand (and support) that there are amenities proposed in the Wellington Airport development.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Rangitatau | Moa Point to Breaker Bay: This area has no public toilet despite a major boat ramp, a nearby dog-park and a children's play area. The nearest toilets are over the Pass of Branda, in Seatoun which is impractical for all beach users in this area (without using a car).

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Long Text

Te Whanga Rāwhiti | Eastern Bays: Scorching Bay, like Freyberg, may benefit from having locker facilities as well as a new swim raft

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd: We support the addition of a toilet in this zone

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Akautangi | Cobham Dr to Point Jerningham:
We support the improvements at Greta point. This is an underutilized resource including for swimming.
We would like the Hataitai Beach and Balaena Bay Beach facilities to be open earlier in the mornings for swimmers to use.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Te Rāngai o Onemutu | Oriental Bay:
At Freyberg Beach (the busiest swim beach year-round with at least 5 regular groups and many casual swimmers) the changing facilities and outdoor showers are not fit for purpose. These should be prioritised for an upgrade given the volume and year-round nature of the beach usage in this area.
-The outdoor showers are oriented open to the North and South which allows the prevailing winds through in either direction and the shower pressure is almost non-existent so it is sometimes hard to even get wet when a Southerly is blowing.
-The changing rooms are poorly lit and poorly drained. The Men's changing room is too small while the Women's changing room is closed in the mornings (peak swim time) when the cleaners are cleaning all the toilets, as the design has the cleaner's room accessible only from the Women's changing area. This poor design means many people change in the few limited toilet cubicles, causing queues for the toilets. Ideally the lighting and drainage would be be improved and a separate side access into the cleaner's room provided.
-There is a lack of locker facilities on the beach and this often results in people driving to the carpark, instead of walking, riding, or catching public transport, as they have nowhere to place valuables while swimming.

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

COPE
The scope of the plan is incomplete as it does not cover all of the coastline or coastal reserves that are managed by WCC (For reference please see the "Reserves in Wellington City" map https://wcc.maps.arcgis.com/apps/webappviewer/index.html?id=ecc904e99ef34dabb2401c55dc28677d). For example Pipitea Reserve (where the Kaiwharawhara Stream exits) Makara Beach and Boom Rock/Ohariu Valley Coast Reserves are all excluded from the current scope, and should be included. There is also no allowance for possible future WCC reserves in the plan, such as the area along the Te Ara Tupua shared pathway next to the railway line. We believe the plan must have sections covering the entire coastal area within WCC management, so there is a consistent set of rules and guidelines for the management of all coastal reserves for the life of the plan. Even if, for example, the sector north of Pipitea Reserve is excluded from the plan initially we suggest the plan has a review mechanism to add new sectors in the future instead of creating a separate plan for any new reserves.

In addition, the key recreation areas West and North of Oriental Bay including Taranaki Street Wharf, Frank Kitts Park and Shed 6 (all used for swimming on a daily basis, fishing, kayaking, rowing, Waka Ama and other sports) are excluded from the plan. These seem to be part of the separate Wellington Waterfront Plan, but having two plans to manage adjoining coastal areas will cause confusion. Even if the Waterfront area is not a formal reserve, the shared space there is treated like a reserve by the public and it would seem sensible to manage the areas with the same set of rules, or at least try to closely align the rules where possible. The coastal plan needs to address this gap in the sectors inconsistency, or at least include a strategy for consistently applying the rules across the Waterfront "Sector".

APPENDIX A
On Page 24 of Appendix A under "Swimming and Informal Water Play" we agree with most of the wording here but disagree with the Exception section as we believe these are already appropriately managed in the Wellington Regional Navigation Safety Bylaws 2021, Section 2.2 , or via the Regional Council and Regional Public Heath bylaws. Adding restrictions within the WCC plans just duplicates existing controls adding cost and management overhead unnecessarily.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 34

Contribution ID: 36799
Member ID: 2976
Date Submitted: Aug 05, 2025, 10:18 AM

Q1 **Name**
Short Text
Andi Cockroft

Q2 **Suburb**
Select Box

Q3 **Email**
Email
[redacted]

Q4 **I am making this submission:**
Multi Choice
as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q10 **Please let us know a bit more about your choice.**
Long Text

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q12 **Please let us know a bit more about your choice.**
Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q14 **Please let us know a bit more about your choice.**
Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Executive Summary
I write as a resident whose property adjoins the legal road around the south coast, and as someone with direct experience of the critical importance of 4WD access for both essential property access and emergency response. While I acknowledge and support the plan's conservation goals and cultural restoration objectives, I have serious concerns about proposed vehicle restrictions that would undermine essential access rights, emergency response capabilities, and accessibility for disabled community members.
Acknowledgment of Plan's Positive Intentions
I commend the Council for:
 Cultural Partnership: The commitment to working with mana whenua on cultural restoration and place naming
 Environmental Protection: Efforts to protect coastal ecosystems and threatened species
 Integrated Approach: Attempting to balance multiple values including recreation, conservation, and cultural significance
 Climate Adaptation: Proactive planning for sea-level rise and coastal resilience
These are important goals that deserve community support.
Critical Concerns with Proposed Vehicle Restrictions
1. Essential Property Access Rights
The Issue: The unformed legal road provides the only lawful access to multiple properties along the south coast. The plan proposes:
 Sunday and public holiday gate closures
 Nighttime gate closures
 Seasonal restrictions during high-risk periods
 Investigation of permit systems
My Experience: In March 2024, when my usual access via Hawkins Hill Road was closed for several nights, I was forced to make the arduous journey around the coast via 4WD after finishing work at midnight. This demonstrated that the coastal route is not just recreational - it's essential infrastructure.
Legal Concern: How can the Council restrict access on a legal road that provides the only lawful access to private properties? This appears to conflict with fundamental property rights and access obligations.
2. Emergency Response Capabilities
Critical Role in Maritime Emergencies: During the Kaitaki power loss incident (28 January 2023), I was among many volunteers standing by with 4WD vehicles ready to assist in potential ship evacuation. A large fleet of 4WD vehicles was positioned for emergency response.
Plan Contradiction: The plan acknowledges that "the coastal platform is critical to emergency evacuation and maritime disaster response in the hazardous Cook Strait area," yet proposes restrictions that would limit this capability.
Question: How will maritime emergency response be maintained if 4WD access is restricted, particularly during nighttime when many incidents occur?
3. Accessibility and Equity Failure
The Reality: While able-bodied walkers can reach Red Rocks and the seal colony (though rarely venture beyond due to distance), disabled and mobility-impaired visitors cannot access these areas at all without motorized transport.
Current Services: Local 4WD clubs provide valuable services including:
 Transporting elderly, disabled, and handicapped visitors to experience the seal colony and Red Rocks
 Enabling people with mobility limitations to access remote cultural and natural sites
 Providing the only practical means for inclusive coastal access beyond walking range

Plan Contradiction: The plan commits to "enhancing coastal accessibility and equity" and "making the coastal environment welcoming and accessible to all," yet the proposed restrictions would eliminate access for those who need it most.
4. Conservation Partnership Opportunities Missed
Positive Contributions Being Overlooked: Local 4WD clubs actively contribute to conservation through:
 Erosion stabilization planting programs
 Regular beach clean-ups
 Environmental maintenance work
 Responsible user education
Better Approach: Rather than broad restrictions, the plan should recognize and build partnerships with responsible user groups who are already delivering conservation outcomes.
Enforcement vs. Collective Punishment
The Real Problem: The plan acknowledges issues with "antisocial behaviour, including poaching, fires, and unauthorised freedom camping" but proposes broad restrictions rather than targeted enforcement.
Better Solution: Enhanced enforcement against specific rule violations would:
 Address the actual problems without penalizing responsible users
 Maintain essential access for residents, emergency services, and disabled visitors
 Preserve the valuable conservation work being done by responsible groups
 Align with principles of fairness and proportionate response
Recommended Changes
1. Maintain Essential Access
 Guarantee access rights for residents whose only lawful access is via the coastal route
 Exempt emergency services and registered emergency response volunteers from restrictions
 Ensure 24/7 access for essential property access and emergency response
2. Support Inclusive Access
 Recognize motorized transport services for disabled and mobility-impaired visitors as essential accessibility provision
 Partner with 4WD clubs providing accessibility services rather than restricting them
 Develop permit systems that enable rather than hinder accessibility services
3. Partner with Conservation-Minded Users
 Formalize partnerships with 4WD clubs doing conservation work
 Support and expand existing planting and clean-up programs
 Use education and engagement rather than blanket restrictions
4. Focus Enforcement on Actual Problems
 Target specific violations (poaching, illegal camping, fires) rather than all motorized use
 Increase ranger presence and enforcement of existing rules
 Implement graduated penalties for rule violations
Proposed Alternative Approach
Instead of broad vehicle restrictions, consider:
1. Enhanced enforcement of existing rules against poaching, illegal fires, and unauthorized camping
2. Permit system that enables legitimate users (residents, emergency services, accessibility providers, conservation groups) while controlling problematic use
3. Partnership agreements with responsible 4WD clubs for conservation work and accessibility services
4. Targeted closures only when specific risks (extreme fire danger, emergency operations) require them
5. Community education programs to promote responsible use
Conclusion
The draft plan's conservation and cultural goals are admirable and deserve support. However, the proposed approach to vehicle access creates serious conflicts with:
 Essential property access rights
 Emergency response capabilities
 Accessibility commitments for disabled community members
 Existing successful conservation partnerships
A more nuanced approach focusing on enforcement of existing rules and partnership with responsible users would better serve all the plan's stated objectives while protecting essential access rights.
I urge the Council to reconsider the vehicle restriction proposals and develop an approach that achieves conservation goals without undermining essential access, emergency response capability, and inclusive community access to these important coastal areas.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text This submission represents the views of a south coast resident with direct experience of the essential nature of coastal road access for property access, emergency response, and community accessibility services.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 35

Contribution ID: 36798
Member ID:
Date Submitted: Aug 05, 2025, 10:01 AM

Q1 **Name**

Short Text: Evans Bay Yacht & Motor Boat Club

Q2 **Suburb**

Select Box: Hataitai

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Evans Bay Yacht & Motor Boat Club

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Value 1 – Mana whenua – Active partnership with mana whenua

EBYMBC strongly support this value.

· EBYMBC will continue to consider traditional Māori place names when naming our boats, and learning and using traditional Māori place names when referring to land and water locations.

Further information:

We understand that the land EBYMBC occupy is predominantly reclaimed land. We would be interested to understand more about the cultural and ancestral significance of the wider area. We also support the restoring or bringing into use traditional Māori place names and strengthening the use of te reo Māori in club operations.

Our support boats, including Kokotahi (in operation since 1976) and Te Ākautangi are both named after the area. We can see further opportunities to refer to land and water locations that recognise traditional names and look forward to bringing these into our everyday operational language.

The EBYMBC Te Ākautangi Matariki Festival, is an annual event, held over Matariki weekend. This event attracts participants from all over NZ in sailing, waka ama, and wider activities on and off the water. This year's event included the Kōrero series, jointly hosted by EBYMBC and Tai Tonga 41 Waka Ama Club, covering talks about the Matariki Stars; Club histories; History of Te-Whanganui-a-Tara; and a Waiata & Quiz evening. The weekend events included Ngā Mata o Te Ariki Tāwhirimātea Marathon (Waka Ama); Matariki Yachting Regatta, and the Matariki Classic, along with food and socialising based out of the EBYMBC club rooms. See the Matariki Festival page for more information about this very special event.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text Value 2 – Whai Wāhi – Access to the coast for recreation and enjoyment

EBYMBC strongly support this value.

· EBYMBC will continue to maintain our accessible facilities and boat storage for club members and affiliates.

· EBYMBC support plans to enable a continuous harbour path, while keeping pedestrian and vehicle movement separated or well controlled to ensure safety, and support responsible dog recreation in club areas

· EBYMBC recommend that the provision of outdoor showers, available to all water users, be included in the plan for this area of the coast, along with the development of an effective method for minimising slippery growth on the boat ramps to ensure safe access for all users, including users with disabilities.

· EBYMBC club and affiliate activities require access to the area the club occupies for vehicles, particularly those with trailers, and sufficient parking for club users and regatta visitors in or adjacent to the club areas.

Further information:

EBYMBC are very aware of the positive impacts of club activities on mental and physical health. We have a wide range of age groups, from juniors right through to active sailors in their 80's. These strong, intergenerational connections are a protective factor for club members mental health and physical health. The collaborative nature of club activities allows many opportunities for club members to share their knowledge and experience, support people new to sailing, contribute to voluntary tasks related to running race day activities, along with maintenance activities and club management.

The community spirit is evident in that, even on race days when the weather is definitely not cooperating, club members will still gather to talk, socialise, and work together on maintenance tasks. As Ratty famously tells Mole in Kenneth Grahame's The Wind in the Willows, "Believe me, my young friend, there is nothing — absolutely nothing — half so much worth doing as simply messing about in boats,"

The Evans Bay Yacht and Motor Boat Club was founded in 1919 by a group of enthusiasts who recognised that the location was ideal for sailing and boating. At that time the shoreline was about where the road is now. Three years later, in 1921, piles were driven into the sea for the first clubhouse in the area now covered by the dance floor of the downstairs hall area. Our 106th sailing season will kick off at the beginning of October 2025.

EBYMBC is the only yacht club in Wellington which accommodates sailing for all ages, groups and abilities. A member of EBYMBC can stay at the club from their junior days right through until their retirement from the sport while completing all the different stages of sailing in between. The age range of our active members is 6 years old through to 80+ years. Our Senior members have a wide geographical reach with regular sailing members coming from as far as Otaki and Carterton.

The facilities at EBYMBC, which have been built up and maintained by club members over the past 100 and more years, are also accessed and appreciated by the general public. The club does not restrict entry to the land we occupy, other than for safety sensitive areas/times. We support plans to enable a continuous harbour path, while keeping pedestrian and vehicle

movement separated or well controlled. The club has ideas on how this could be achieved and welcome the opportunity to discuss this at the appropriate time.

EBYMBC support water access and recreation by promoting shared use of club amenities, particularly through our affiliate clubs, which are:

· Wellington Surf Casting & Angling Club

· Sailability Wellington Trust

· Tai Tonga 41 Outrigger Canoe Club

· Tup Radford Intercollegiate Yachting Academy

· Victoria University of Wellington Sailing Club

· Wellington Kayak & Knee Boarding Club

· Britannia Sea Scouts (not actually home base but used regularly for activities)

In recent years, EBYMBC has also helped the following groups with the use of facilities while they rebuilt/established

their own homes:

· Wellington Deerstalkers Association

· Wellington Aero Club

· Lyall Bay Surf Life Saving Club.

EBYMBC runs a number of significant yachting events including the following in the past 3 years:

· 6 National Championship Events

· 2 North Island Championships

· 3 Lower North Island Championships

· 6 Regional Regattas

This has involved participants coming from as far south as Invercargill and as far north as Kerikeri. Participants during this period have also travelled from as far away as Sydney, Perth and Japan to attend regattas hosted at EBYMBC.

The above events involved over 500 boats (approximately 850 participants) of which nearly 50% were from outside the Greater Wellington area. Many of the participants travelling from outside of Wellington also bring family along with them for the duration of the event, which can be up to a week.

The club does not exclude casual users, such as people who have their own boats but are not connected with club or affiliate activity, dog and other recreational walkers, and young people who just want to 'bomb' off the end of the wharfs. An enhancement to this wider recreational use would be the provision of outside showers, similar to other beach areas, which would be available to all water users.

We continue to develop coastal accessibility and equity through the facilities built up for club members with accessibility needs, facilities specifically for Sailability, and support for Waka Ama boat storage and activities.

In talking with our members and affiliates, we would like a more effective method for minimising growth on the ramps, particularly the ones in front of the clubs that are widely used by our dinghy sailors, Sailability and Waka Ama. Reducing the slipping risk would make this space more accessible and safer for all community users.

EBYMBC see the opportunity to support WCC actions in relation to responsible dog recreation in club areas through education posters, delivery of penguin aversion training, and other communication. We are open to exploring this further with WCC.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text Value 3 – Hononga Taiao – Enduring connection to the landscape

EBYMBC strongly support this value.

· EBYMBC support the proposal for planting and landscaping through the club areas and improving visual aspects of the area we occupy.

Further information

EBYMBC are interested in supporting appropriate planting and landscaping through the area the club occupies to enhance the environmental and visual aspect of this part of the coast.

Within our club members and our archives, there is a wealth of recreational and maritime history. We already hold and continue to collect and share stories of club and wider Evans Bay maritime history, including the operation of the flying boat service from this area and the restoration of historic yachts in the boat maintenance yard.

We are not aware of any wāhi tapu and wāhi tupuna within club boundaries due to the nature of the reclaimed land but would support the recognition and valuing of these should they become known.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Value 4 – Tiaki Taiao – Protection & restoration of coastal ecosystems

EBYMBC strongly support this value.

EBYMBC can see the potential to support WCC action through:

· targeted ecosystem protection around ramps and jetties

· placement of wind netting or similar at strategic points to capture community waste before it gets into the water

· promote efforts to control invasive species on land and in the water

· collaboration with other coastal restoration activities.

Further information:

For sailing activities, there is a strongly enforced rule that no waste is discharged into the water, this would result in disqualification from the race. This ethos continues for our activities on land.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Value 5 – Taiao Tuatahi – Nature-first approach to resilience

EBYMBC strongly support this value.

· EBYMBC recommend that WCC provide further information on climate change impacts so the club can better understand how these may affect club activity and assets.

Further information:

We already notice the tidal/storm flooding of the hardstand area in front of the club rooms and would like to better understand the natural processes and climate change impacts that may affect club activity. This would assist us to work with WCC to identify the adaptive planning requirements for club infrastructure impacted by sea-level rise. As the club has been active for over 100 years, we would like to manage the risk and reality to ensure the facilities are available to future generations.

Sector Specific Plans - Transforming Ākautangi / Evans Bay Marina Precinct into a coastal recreation hub

EBYMBC support the upgrading facilities to support water-based recreation and improve public access, particularly the upgrade of the Evans Bay boat ramp to improve safety and usability.

EBYMBC share a commitment to inclusive access and maximising the use of facilities to support recreation in the Evans Bay area.

EBYMBC recommend that WCC continue to develop their understanding of the activities and relationships already in place, and to cooperatively explore the development of a boat and water recreation hub with EBYMBC.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

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EBYMBC strongly support this value.
• EBYMBC support the proposal for planting and landscaping through the club areas and improving visual aspects of the area we occupy.
Further information
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EBYMBC can see the potential to support WCC action through:
• targeted ecosystem protection around ramps and jetties
• placement of wind netting or similar at strategic points to capture community waste before it gets into the water
• promote efforts to control invasive species on land and in the water
• collaboration with other coastal restoration activities.
Further information:
For sailing activities, there is a strongly enforced rule that no waste is discharged into the water, this would result in disqualification from the race. This ethos continues for our activities on land.

Value 5 – Taiao Tuatahi – Nature-first approach to resilience
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Further information:
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EBYMBC recommend that WCC continue to develop their understanding of the activities and relationships already in place, and to cooperatively explore the development of a boat and water recreation hub with EBYMBC.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 36

Contribution ID: 36797
Member ID:
Date Submitted: Aug 05, 2025, 09:53 AM

Q1 **Name**

Short Text: Roni Alder

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Prioritising mana whenua will have positive benefits for all. Indigenous knowledge and ways of living will support environmental goals.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: It sounds like this section will be focusing on making sure all Wellingtonians can access the coastline in some way which sounds equitable and fair to me.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: We need to protect the cultural, historical and spiritual significance of the land. This shows respect for the land. Plus it is beautiful to look at and it would be very sad if it were to erode further into developments or human-made structures.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text: Protecting and restoring eco-systems is vital at this point in history. Healthy coastlines will have very positive feedback effects on to the rest of the eco-system of earth and we need all the marine wildlife that is currently there to flourish and play it's part in the whole picture. We are already losing so many plants and wildlife species at incredible rates so we really need to be focusing on this area of protection and restoration. In my opinion, none of the other values/sections will work without this one alongside them.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text: There is clear scientific evidence for the changes that are coming to the coastlines (and the rest of the planet). We need to be listening to this and taking effective action to prevent significant damage. Sea level rise is only going to increase, stronger storms and waves will only increase. Putting things in place now to address these changes as best we can will mean we can hopefully mitigate the damage somewhat. Nature has the answers and looking to nature to find solutions is an excellent idea. If we can support nature to repair itself in these areas it will have positive flow-on effects to other areas of Wellington.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice: Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text: I understand that the Island bay aquarium may need to be moved to protect it from sea level rise, it would be amazing if this could be preserved and located close by or re-built nearby. This place provides so much education and opportunities for people to engage in a respectful way with marine wildlife and encourages awe. We need these experiences to continue to connect with nature and heal from the impacts of the climate crisis.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Appendix B: As 3rd generation Pākehā I strongly support any changes to add or strengthen the use of Māori place names. I see this as being respectful to Te Tiriti o Waitangi and a responsibility we have as part of being able to live in this beautiful country.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 37

Contribution ID: 36796
Member ID:
Date Submitted: Aug 05, 2025, 09:50 AM

Q1 **Name**

Short Text: Derek McCorkindale

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: This value sounds like it excludes all other ethnicities what about the italian community and its association with Island Bay? Why is the name of Overtoun Park to be change? It must be changed after the naming rights to the highest bidder get a return for the ratepayer.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: Rather than demolish the boatsheds at Churchill Park why not expand/develop them and create a revenue source for the ratepayers. How about installing public bbqs also as a revenue source?

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice — Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Don't know
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

In general the draft plan seems devoid of any commercial thinking. The coastal strip is a wonderful asset for the ratepayer of Wellington, the coastal drive is unique for a capital city in the world and should be exploited sensitively but commercially for the ratepayers of Wellington. Develop revenue-raising strategies or initiate public private partnerships to reduce cost of ratepayers. Lobby philanthropists to fund exciting coastal projects e.g. world class aquarium, wind festival, wind surfing academy.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 38

Contribution ID: 36794
Member ID:
Date Submitted: Aug 05, 2025, 09:42 AM

Q1 **Name**

Short Text: Alison Grant

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Wellington Underwater Club

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Values
Value 2
The Wellington Underwater Club wishes to note our strong support for all the values expressed in the proposed plan; there are several pathways about which we will provide specific feedback. However we do wish to note that the map illustrating Value 2 is missing some important and unique dive and snorkel sites. Given much diving and snorkelling is largely invisible to much of the community, we propose that the map should highlight more of these diverse and precious dive sites in order to make their importance visible within the document. The additional sites we wish to highlight are as follows;
 Sirens Rocks (variously known to divers as “The Sirens”, “Mermaid’s Kitchen" and “Brass Monkey”.) This site supports a wide variety of invertebrates, crustaceans, fish and cnidaria within the protection of its narrow rocky north-south channels. The site is an important one for dive training in the region and is one of our most easily accessible sites for diving night and day.
 Houghton Bay (both the eastern side bay and reef and the rocky reefs of the western side around Elsdon pipe). The bay features several dive sites, and supports large fish populations and occasional locally rare species such as John Dory and red gurnard in the bay itself, as well as rich and diverse reef ecosystems on either side of the bay. The

extensive reef system extending around from Houghton Bay to Princess Bay reaches 18m in depth, and as such, provides our most accessible subtidal reef system, as well as providing another important location for dive training requiring depth beyond that of most of our coastal sites.
 Breaker Bay, in particular Butterfish Rock, supports a wider variety of invertebrates than most local dive sites in the narrow crack that bisects the rock along its length, while the bay itself has a significant giant kelp population. Although less frequently dived than other south coast sites, this relates to the challenges of access outside of high tide, and the tendency for significant surge in and around Butterfish Rock; these challenges add to the preciousness of the site, which is much less disturbed by human activity than more accessible sites on the south coast.
 Māhanga Bay and the south side of Kau Pt provide various dive sites in a small area. These include the purpose-built tyre reef at the northern end of Māhanga Bay (accessible from Kau Pt) and the remaining mussel ropes and fish farm accessed from the boat ramp. These both support rich crustacean and invertebrate diversity in Māhanga Bay, and are frequently dived with the weed line extending along the sea wall. The now decades-old tyre reef has become home to numerous fish species such as sweep and sea perch not often found in our south coast sites, as well as a wide array of invertebrates including soft corals. Night divers will find that the bay provides an important nursery area for juvenile gurnard, blue cod, tarakihi and leatherjackets, large numbers of Wellington nudibranchs, pipefish and seahorses, none of which are common at the better-known south coast dive sites. Southern reef squid and bobtail squid are common sightings at night, as is our native pygmy octopus. The area is significantly fished, with large amounts of fishing line left to pose a danger to divers and our environment, and marking the area as being important for diving may help to highlight this concern.
 Shark Bay supports populations of fish not found elsewhere in the harbour in such number, particularly Pipefish and Ocellate Triplefin. A popular site for night dives due to its easy accessibility, it is also dived for scallops, or when other sites are unsuitable due to high winds and swells

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Value 4
"Tiaki Taiao - Protection and restoration of coastal ecosystems" is of particular relevance to Wellington Underwater Club. In particular we wish to provide some feedback on Pathways 4.1-3, 4.4 and 4.7.
Pathway 4.1 Targeted ecosystem restoration - Marine Coastal Area
Pathway 4.2 Wildlife recovery
Pathway 4.3 Control invasive species
While we recognise that marine protection is not the focus of this plan, we wish to express concern about deteriorating intertidal and subtidal ecosystems as a result of overfishing and rubbish and highlight that these are intrinsically connected with how we manage our coastal margins. We also wish to highlight the invasive nature of kina locally; while kina are a native species, the developing kina barrens both within the harbour, and on the south coast, particularly at the eastern end of Taputeranga Marine Reserve, reflect the insufficient populations of kōura and large fish species such as moki and snapper to control kina numbers. Extensive litter is found in our marine coastal areas. This results from deliberate abandonment of rubbish as well as litter blown from bins, throwing/dumping of glass bottles, and abandoned fishing line (particularly in the harbour in the case of the latter.) Currently much of the restoration of these areas in the form of underwater clean-ups and invasive species culls is the work of volunteers and not-for-profit organisations. Restoration should not purely be the work of those who explore the underwater environment, given most of the causes of harm are land-based. We strongly support council-lead measures such as dedicated funding for underwater clean-up activities and invasive species culls, support for periodic rāhui to support regeneration of our marine ecosystems, and strong measures to prevent water contamination and litter aggregation. In addition we encourage the council to take robust measures to ensure the safety of our seabirds, including completely dog-free areas; we recognise that dogs are important to a great many whānau in the Wellington region, however this need not require dogs to have free range of all our coastal areas; we support numerous dog-free zones in our coastal areas, clear marking/fencing in sensitive areas and robust measures to ensure dog-owners respect the need

to protect our vulnerable species and support their roles in our ecosystems.
Pathway 4.4 Strong collaborative relationships for coastal restoration
We identify ourselves as a small community group with an interest in working collaboratively to restore our Marine Coastal Areas. We also wish to note that like many of our local organisations, our members engage in restoration activities entirely voluntarily, and it is beyond the capacity of such volunteers to take responsibility for all the required restoration work to enable our marine coastal ecosystems to thrive. WCC has a valuable role to play in coordinating clean-up activities and supporting volunteers in keeping our Marine Coastal Areas in good health, but should not view these as an alternative to active funding of professional clean-ups.
Pathway 4.7 Sustaining the Coast as a storehouse
We wish to strongly express our support for Action #3, audit of bin design and placement. Salt-related damage to rubbish bins in coastal locations causes failed containment of litter, particularly along the wind and swell-beaten south coast. Much of the rubbish littering our marine coastal areas appears to relate to these failures of containment and irregular emptying of bins in our coastal reserves. Bins must be plentiful, secure, but also frequently emptied to be effective. WUC sees this as an urgent and relatively easily-sorted problem, but also wishes to highlight the importance of targeted education in our coastal reserves about the dangers of litter to our ecosystems.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Te Kopahou & coastal route
Taputeranga
Southern Bays
Rangitatau
Moa Point to Breaker Bay
Te Whanga Rāwhiti
Eastern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Sector 1 - Te Kopahou (Red Rocks and beyond) -
1.4 Nature-first approach to resilience - Allow unformed coastal route to recede naturally back towards beach driving
Wellington Underwater Club supports this proposal; Parawhero/Red Rocks is a popular dive site, particularly for free divers, but we believe the benefits to the environment of this proposal outweigh the harms, particularly given beach access will be possible with 4WD as at present. In addition we strongly encourage WCC to strengthen wildlife protections by considering dog-free zones along this section of coast.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Sector 2 - Taputeranga
2.3 Protection and restoration of coastal ecosystems
c. Support the protection and enhancement of Taputeranga Marine Reserve by enabling and collaborating with relevant agencies and the community on anti-poaching measures
d. Continue to support efforts to mitigate water contamination risks at Houghton Bay by collaborating with GWRC on stormwater management improvements and addressing historic landfill impacts.
e. Support marine biodiversity initiatives by working with partners such as Mountains to Sea Wellington and Friends of Taputeranga Marine Reserve to explore kelp restoration efforts and enhance natural coastal resilience.
Wellington Underwater Club strongly supports points c, d and e, pertaining to protection of the underwater environment of our taonga, Taputeranga Marine Reserve. Though not within the remit of this plan, we wish to advocate for kina control, bearing in mind that despite its increasingly flourishing ecosystems, Taputeranga Marine Reserve still lacks sufficient numbers of kina predators such as snapper able to control the burgeoning kina population, particularly on the reef between Princess and Houghton Bay.
In addition, we encourage the council to prioritise the Taputeranga Marine Reserve area for improved litter bins and more frequent rubbish collection, as all areas of the reserve are marred by litter to a degree that is beyond the capacity of divers to control, with microplastic debris a particular cause for concern due to being too small for divers to collect and transport back to

shore.

Action 10 - Review options for removal or repurposing of the bait house in the context of coastal hazard issues, eq strengthening requirements and lease renewal (medium term 5-7y)
While we recognise that the aquarium in the Bait House is not run or owned by WCC, we wish to register our concern at the possibility of losing this valuable education and storytelling facility should the trust that runs it be unable to find another location. We are not in the position as a club to assess the validity of the claim that there is significant potential harm involved in the Bait House location being retained, but we urge the WCC to consider whether there is benefit in completing earthquake remediation, and/or to WCC providing active support to the aquarium to find an appropriate alternative location, including but not limited to favourable building or land lease conditions. The aquarium is invaluable in terms of building population knowledge, understanding and empathy that is widely lacking for the coastal environment. We cannot protect what we don't know. As such, we believe that supporting the continuing work of the Island Bay Bait House aquarium is key to the success of the Coastal Reserves Plan, in particular Pathway 3.2 "Enrich coastal experiences through storytelling" and 4.2 Wildlife Recovery Management "Raise public awareness and education to reduce human-wildlife conflict."

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text Sector 4 - Rangitatau (Moa Pt to Breaker Bay)
We are entirely in support of the action points for Rangitatau and have no feedback other than to reemphasise the delicate and valuable underwater ecosystem of Butterfish Rock with its healthy kelp forest (including Giant Kelp), invertebrate and sponge-encrusted walls, and locally uncommon nudibranchs. We believe improved facilities in the form of a toilet block in this sector would be advantageous to those making the most of this special area.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text Sector 5 - Te Whanga Rāwhiti (Breaker Bay to Scorching Bay)
Kelp forests in this area and Sector 6 support almost all of Te Whanganui-a-Tara's native seahorse population, and we would like to see that emphasised, as a point of difference from other parts of Wellington, rather than reemphasising paua and kōura. Our Potbellied Seahorses and pipefishes are uncommon along the south coast, making these harbour kelp forest areas critical to their local survival. Local divers note a substantial decrease in seahorse numbers over the past decade as a result of kina barren in Sectors 5 and 6.

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Sector 6 - Mātai Moana Coast - Scorching to Evans Bay
As for Sector 5. The western side of this peninsula also has notable differences in underwater life to the peninsula's eastern sid

Action 1 - Provide a new public toilet in this sector
Wellington Underwater Club is entirely supportive of this proposal and believe it will improve accessibility for all Wellingtonians to this stretch of coast.
Action 2 - Investigate whether to retain or remove the old NIWA boat ramp at Māhanga Bay, considering current use, condition, and potential for future education or coastal access.
Māhanga boat ramp provides important access to this water for divers and kayakers who use the area extensively, particularly when Cook Strait conditions make diving on the south coast unfeasible. We strongly encourage WCC to keep the ramp, or at least replace it with stairs down the seawall; the latter option is fine for divers but is limiting for the many kayakers who access our harbour from the Mātai Moana Coast.

Action 4 - Install a mechanism to allow for temporary closures of Massey Road for events and reducing traffic management costs
While we recognise that traffic closures in this area may support the safety of bike and running races, we wish to point out that there are many times in the year where due to sea conditions, Massey Road provides the only option for access to the only diveable locations in the Wellington region. Wellington Underwater Club believes that road closures should not prevent other users of this area from accessing this valuable area and provisions should be put in place to ensure that those wishing to access the coast itself are not restricted from doing so by those simply using coast-adjacent roads. We consider that all closures should be extensively advertised in advance, not only in Wellington City but within the region, and should not prevent all access to the entire peninsula from Shelley Bay to Scorching Bay, as has sometimes been the case. The

needs of road users should not entirely prevent access from those trying to access the coast itself.
Action 9 - Investigate reserve classification for the coastal headland between Kau Bay and Mahanga Bay to support long-term protection of its environmental and landscape values.
Wellington Underwater Club supports this proposal, and wishes to note that Kau Pt reserve is important not only as a coastal headland but as the reef structure for the most significant giant kelp forest across both Te Whanga Rāwhiti and Mātai Moana coastal sectors. With this in mind, we believe that the area should also be seen as a valuable area in terms of regeneration of the Marine Coastal Area within the harbour. The area is extensively fished for squid and blue moki. The latter are common to catch in this area but almost never seen by divers, suggesting that the area may be significantly overfished. Abandoned fishing line is a major ecological concern in the sea around the headland, as is rubbish, in particular glass bottles, so adequate rubbish facilities with appropriately frequent rubbish collection should be a priority in this area.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

In summary Wellington Underwater Club supports the values and pathways underpinning the proposed Coastal Reserve Management Plan. We support the extensive work consultation underpinning the document and the way it upholds the environment of our Te Whanganui-a-Tara's taonga, our coastal environment, and the centrality of Mana Whenua to its protection. We also believe that the suggestions of our club can further strengthen the plan and highlight the incredible preciousness of our underwater environment, and urge WCC to consider that although that environment is not strictly within your remit, the health of our intertidal and subtidal environments are completely enmeshed with the health of our coastal reserves. This plan is an opportunity to acknowledge that enmeshment, as well as to educate our population about the intertidal and subtidal environments that are invisible to many of them

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 39

Contribution ID: 36792
Member ID:
Date Submitted: Aug 05, 2025, 09:35 AM

Q1 **Name**
Short Text: Colin Feslier

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text: 9) Interpretive signage I know from my local history work that there is a great deal of interest in the coastal area and its history. In my view interpretive signs, or at least QR codes to online resources enhance people's experiences. Nelson City Council has excellent historical signage (by way of example). Such signs should draw attention not only to land on our coast but to the visible parts of the South Island, their names and importance to both Māori and Pākehā history. My recommendation is that a plan for more signage and the maintenance of the signs be agreed in principle and that there then be consultation on what signs, where, would be appropriate. I am very happy to provide a list of potential signs.

10) Kāraka Groves There should be provision for the signposting and protection of karaka trees that previously formed parts of 'orchards' planted and maintained by Māori along the coast. These are living taonga tuku iho. Concerns that in this area karaka are invasive and not locally native are easily addressed by simply picking up the ripe fruits once a year. I also doubt that the trees are any sort of long-term threat to locally indigenous flora

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Taputeranga
Southern Bays
Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

7) Red Rocks. Council moved, I think in the early 70s, to restrict quarrying of Red Rocks. This formation is important historically as a navigation aid for the waka traffic that formed the basis of Māori trade and commerce. It is important in Māori history and mythology. The quarrying that was undertaken resulted in large pieces of red rocks being used in public and private spaces. I think the western airport breakwater and the gardens outside the Embassy theatre are examples. There are many rocks in private gardens. I suggest the council facilitate the return of rocks as transport is available within existing budgets so that over time some of the damage may be remedied. As an interim step rocks could be accumulated at the entrance to the reserve.

8) The earthquake fault. The earthquake fault which causes us so much worry or one of them) is visible in the quarried cliff just past the Te Kopuhau information centre. A long-

term option when funding (possibly from sponsorship) became available would be to polish the cliff face to the fault could be clearly seen. I understand that this is technically feasible at a reasonable cost. It would provide an attraction and a way of educating us all about the reality of the risks we face.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

I am a resident of Island Bay. I have lived here since 1985. As a child I lived briefly in Berhampore in my grandparents' house. My mother was brought up there and made extensive use of the coastal area for recreation. She, and my grandmother, were members of the Island Bay Surf Club. I am the President of the Southern Bays Historical Society and the editor of its magazine. This submission is in a personal capacity.

1) I support the plan as a whole.

2) Mana whenua I support the involvement of mana whenua not only in the formulation of plans but in active administration. While I respect indigenous rights to such involvement my principal reason for this support is practical. Mana whenua have a culturally-determined multi-generational outlook. While Pākehā companies and public bodies see the need to have an annual impact, and see 5-year plans as 'long-term', Māori iwi and hapū look forward for at least a thousand years or 20-30 generations. This outlook is essential for proper planning for ecological restoration, species conservation, and balanced economic development. Keynes, the famous economist, said many correct things but he was wrong to say that 'in the long run we are all dead'. Any hapū will tell you this is not so. The interests of the current generation need to be managed within the context of future generations and in the light of past generations' actions, beliefs, achievements and errors.

3) Names: I support the restoration of Māori names for places and the adoption of Māori names where no original name is known. However, I do not support the elimination of names associated with people who had a significant impact on the local area. I suggest renaming the suburb with a dual name: Taputeranga | Island Bay.

I oppose the changing of the name of Shorland Park to Māpunga. Here are my reasons:

(a) I accept that an area of habitation called Māpunga was close to the area no occupied by the park. But such sparse records as exist suggest that this was further north, sensibly and strategically placed around Trent St and sheltered from the nor-westerly wind. My hypothesis is that it would have been rare for this to be occupied year-round and it may be stretching things to call it a permanent kāinga, The area proposed to have the name Māpunga was part of the dumelands of Island Bay. My expertise in such things is limited but I do not think permanent kāinga were established in the first rows of dunes, especially in areas exposed to the southerly blasts we all know.

(b) The eponymous Shorland was an important early resident of the suburb of Island Bay. He promoted the park, its children's play equipment and the War Memorial Band Rotunda. He was a City Councillor. He has descendants. He was also the holder of a world record for distance cycling. He had a cycle shop. Commemoration of him at the termination of the North islands cycleways is very appropriate. There should be some interpretive signage noting all this on the park.

(c) There is a far more appropriate way to restore the name Māpunga - for example, change the name of Reef St which adjoins the Park to Te Ara Māpunga.

The Hermit's Cave. The 'Hermit of Island Bay' was a local character and tourist attraction in the late 1890s and early 1900s. A great deal is known about him now. He lived by choice in a cave at the junction of Island and Houghton Bays. He remains a famous part of our local history and mythology. His cave was destroyed by blasting for the creation of the road and only a small indentation remains. In some safe place (the corner is dangerous) there should be some signage erected making the spot. And I suggest the presently nameless point (below Cave Road) be formally named 'Te Ana Moke | Hermit's Point.

4) The bait house. The bait house has two local functions. 1) It is a part of Island Bay's fishing history and despite, or maybe because of, its plain an utilitarian form, it is an accepted part of the local landscape. People like it. 2) Secondly through charitable, voluntary and community work it has been transformed into a space that educates people about the sea around us.

In the light of the well-expressed purposes of the plan to manage the interface between the things ki tai and the things ki uta it seems to me important to make permanent the presence of an educational facility on land to talk about the sea around us. Clearly the bait house cannot last for centuries. But programmed maintenance without huge capital expenditure should keep the building for at least one or two future generations and a relatively small investment from Council could keep the education facility going.

5) The diving platform. I do not know the circumstances which led to the diving platform being removed many decades ago but in my view it should be restored. This is the structure that was known locally as 'the pier' and featured in hundreds of photos of Island Bay. I can think of no insurmountable safety issues.

6) The boats. The fishing boats of Island Bay have formed a part of the aesthetics of the bay since before the suburb was built. Their number has been reducing. I am unsure if there is a single cause but council should make it as attractive as possible for fishing vessels to moor there to preserve the continuity of this attractive view. So many homes in Island Bay have Rita Angus' painting of Island Bay on their walls. The boats symbolise the suburb.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text I commend the council staff who have prepared the consultation document for clear and comprehensive writing and presentation.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 40

Contribution ID: 36791
Member ID:
Date Submitted: Aug 05, 2025, 09:31 AM

Q1 **Name**

Short Text: William Novak

Q2 **Suburb**

Select Box: Oriental Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Hi WCC,
I'm writing to provide feedback on the draft plan, particularly around access and recognition for wind-powered water sports like windsurfing and wingfoiling. I've lived in Wellington for over 15 years and regularly use the city's coastline for these activities — especially Lyall Bay. I am based in Oriental Bay.
Wellington's consistent winds and accessible coastline make it one of the best places in the world for wind sports. These are year-round activities that are part of everyday life for many locals and should be better reflected in the plan.
At present, the draft plan highlights surfing as a priority activity but doesn't adequately acknowledge the long history and growing popularity of windsurfing, wingfoiling, and kitesurfing in the region. These sports are a major part of how people use the coast — particularly at sites like Lyall Bay, Evans Bay, Seatoun, and Worser Bay — and should be recognised and supported equally.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Hue te Para
Lyall Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text
One of the key areas that needs attention is the western end of Lyall Bay. This is the most commonly used launch site for wind sports in Wellington, but recent changes have made it harder and more hazardous to access. The row of poles, fencing, and carpark barriers now restrict safe movement and rigging. These features create safety issues and make it unnecessarily difficult to carry or roll gear down to the water.
There are some easy and low-cost changes that could fix this. A designated wind sport rigging and launch zone should be reinstated at the western corner, as it was in the 2002 plan. A break in the pole line — for example, a rope gate — would allow safe access without damaging dunes. The carpark barrier could be removed to let users walk gear across to the grass, and a boardwalk over the dune would both protect vegetation and improve usability. That grassed area should also be maintained for rigging.
Another important location to recognise is Dorrie Leslie Park. In large southerly conditions, Lyall Bay becomes too rough to safely launch or land. Dorrie Leslie offers a more sheltered option and is widely used by wingfoilers when conditions demand it. It should be marked in the plan.
These changes support what the plan already aims to do — enable access, reflect a wide range of recreation, and design coastal spaces that work for everyone. Windsports are not a niche activity — they're visible, growing, and one of the best uses of Wellington's coastal conditions. Supporting this community through better infrastructure and recognition is a practical and meaningful way to strengthen the city's connection to the sea.
Thanks for considering this submission.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 41

Contribution ID: 36788
Member ID:
Date Submitted: Aug 04, 2025, 11:14 PM

Q1	**Name**
Short Text	Ross Taylor
Q2	**Suburb**
Select Box	Owhiro Bay
Q3	**Email**
Email	[redacted]
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Neutral
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat oppose
Q10	**Please let us know a bit more about your choice.**
Long Text	I don't support racial division at a national or council level.
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral
Q12	**Please let us know a bit more about your choice.**
Long Text	Answered specifically later on for the coastal route
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral
Q14	**Please let us know a bit more about your choice.**
Long Text	
Q15	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Submission: Response to Section 1.2 - Management Approach
a.i – Public Vehicle Access Restrictions
I support restrictions on public vehicle access during high-risk periods. However, I strongly submit that bach owners must not be classified as 'the public' in this context. Bach owners possess significantly greater familiarity with the coastal environment, weather conditions, and access routes. In many cases, bach owners have proactively addressed risks such as extinguishing unattended public fires. We are responsible stewards of the coast and should retain discretionary access to manage and protect our properties safely.

a.ii.A – Gate Closures on Sundays and Public Holidays
I have no objection to the current Sunday gate closure continuing.
I oppose the proposal to close the gate on public holidays. These days represent key opportunities for bach owners and their families to visit. Public holiday Mondays, in particular, would result in two consecutive days of restricted access, which would significantly limit our use and enjoyment. This would be especially restrictive during long weekends when visitation is likely to increase.

a.ii.B – Night-time Gate Closures
I object to night-time gate closures unless bach owners retain access through alternative means (e.g., key, permit, access code). Otherwise, a typical weekend could become inaccessible from Saturday night through Tuesday morning during long weekends – an unacceptable constraint.

I support the idea of differentiated vehicle access rules for the public and bach owners. Our purposes, responsibilities, and timeframes are not the same.

a.ii.B.i – Permit System for 4WD Access
I would be surprised if a permit system for 4WD access can be "easy to administer," particularly if it attempts to manage both public and bach owner access under a single system. However, I would be open to the idea if bach owners are provided with extended access through a dedicated or exempted permit, allowing for access during public holidays and night-time hours. Any system implemented should reflect the distinct needs and responsibilities of bach owners compared to the general public.

a.ii.B.ii – Vehicle Use Monitoring
Monitoring vehicle use must clearly distinguish bach owner activity from public behaviour. Bach owners moving between the formed road and their baches should not be conflated with public 4WD activity, off-road driving, or misuse of sensitive areas.

a.ii.B.iii – Extended Access for Bach Owners
Bach owners should retain the right to access their properties regardless of any limitations imposed on the public, including after-hours or public holiday closures.

b – Leases
I strongly support the continuation and renewal of bach leases. These places hold generational significance and contribute to the cultural and custodial care of the area.

b.i – Lease Expiry and Succession
I do not support automatic reversion of baches to Council ownership upon lease expiry. These timeframes span generations, and decisions made today will almost certainly be reviewed again before lease expiration. Families should have the opportunity to renew their leases, and I expect future processes to reflect that.

If a lease is voluntarily relinquished, I have no objection to the Council assuming ownership—provided this does not negatively impact remaining bach owners.

b.ii – Public Use of Vacant Baches
Using vacated baches as public facilities (e.g., shelters or rentals) risks undermining the care and contribution that current bach owners provide. It would likely lead to increased traffic, reduced stewardship, and rapid deterioration.

Currently, bach owners are prohibited from leasing their baches (e.g., Book-a-Bach). If the Council were to start doing so, it should open a fair discussion around bach owners having equal rights to do the same.

b.iii – Rebuilding Permissions
I have no objection to maintenance or rebuilding conditions, but like-for-like rebuilding should be permitted as part of ongoing preservation—particularly for historical restoration purposes.

b.iv – Leaseholder Responsibilities
I have no objections to the expectations outlined for leaseholders.

c–f – Broader Management Approaches
c – I fully support this point.

d – No objection, as long as the outcomes do not negatively impact bach owners.

e – Supportive of all points.

f – Supportive in principle, pending ongoing protection of the coastal environment.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral

Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 42

Contribution ID: 36787
Member ID:
Date Submitted: Aug 04, 2025, 10:28 PM

Q1 **Name**

Short Text: joe Bridley

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**

Long Text: 4wd access although admittedly can conflict with preserving the natural order of the coast, provides great opportunity for exploration and activities beyond the confines of the city.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Houghton bay effluent is a disgrace, particularly as it is frequented by surfers who come into direct contact with this contaminant.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text preserve the coast. Re-route coastal road from island bay and let whole foreshore regenerate.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text 4wd drive access helps contribute to wellingtons options as a great liveable city

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Houghton bay runoff needs addressing
Island bay could do with showers by beach access

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways,

and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 43

Contribution ID: 36785
Member ID:
Date Submitted: Aug 04, 2025, 10:21 PM

Q1 **Name**
Short Text: Kate Riddell

Q2 **Suburb**
Select Box: Strathmore Park

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text: The history and context of Te Whanganui a Tara is fascinating and very important to be widely-known and shared. I very much support the appropriate naming and history telling of Te Whanganui a Tara's past, from those from the east coast linked to iwi now known as Ngāti Porou, Ngāti Kahungunu and Ngāi Tahu through to more recent iwi, particularly Taranaki Whānui and to settler communities through to our shared Wellington home today. Most of our ancestors can by sea and the harbour and coast has been and remains a crucial pathway for migrating into and living around our beautiful harbour and its extensive and resource rich coast

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text I would wish for us to be more ambitious in seeking to rebalance our biodiversity and protect our taonga species; there are many invasive plants that are not being dealt with (eg old man's beard, as well as nasturtium, Angelicus, and many other invasive weeds) and are encroaching further and further in our native biodiversity on motukairangi, as well as inadequate protection for native birds, lizard and insect species. I regularly see cats prowling on the south coast where dotterels nest, let along the large number of dogs off lead every day even in no dog zones and with no consequence. I realise and applaud the intention to make clearer signage but believe patrols and fines must be very significantly stepped up as far too many people think their cats and dogs have much more rights than native species.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Rangitatau
Moa Point to Breaker Bay
Hue te Para
Lyall Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text Lyall Bay is a treasured gem for our surf mad family; we really love the plans for the landscaping and applaud that moving forward.
But there is so much rubbish (plastic and polystyrene which we've seen in numerous occasions) coming out of the big Bunnings I. Lyall Bay and they need to be made aware that is it not acceptable and they must rescue their packaging and impact on a precious space that is not theirs

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text The main issues here are that there is insufficient signage re dogs needing to be on leash at all times and the footpath is totally inadequate. We see people running in the road around here all the time and worry so much about a pedestrian or cyclist being hit

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text The lack of a footpath or cycle way along Shelly Bay and Massey roads is a huge risk and a plan to address this (ie simplest being to make the road one way only) is way over due and remains urgently needed

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Love this cycle way and walk - it's quickly become one of our favourites, but the amount of rubbish compiling both on the beach side and from commercial operations along Cobham drive is really distressing, and feel businesses in

Kilbirnie, particularly those producing plastic waste, need to become far more involved in beach clean ups and also in taking responsibility for preventing waste in the first place

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 44

Contribution ID: 36784
Member ID:
Date Submitted: Aug 04, 2025, 10:02 PM

Q1	**Name**
Short Text	Derek Wanders
Q2	**Suburb**
Select Box	Tawa
Q3	**Email**
Email	[redacted]
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Somewhat oppose
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral
Q10	**Please let us know a bit more about your choice.**
Long Text	
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral
Q12	**Please let us know a bit more about your choice.**
Long Text	
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat support
Q14	**Please let us know a bit more about your choice.**
Long Text	
Q15	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text As a bach owner at Mestanes bay , I am concerned about several issues ,
1. access being restricted to baches and 4 wheel driving in general along the coastal route.
2. The current Coastal lease on the bach and condions in the future being altered and The right to occupy anytime
3. Guardianship of the local area around the baches.

1.
I strongly oppose Restrictions on 4wd access to the coastal route, including a permit system which would result in unnecessary expense and hassle to users to navigate the route.
It is marked as a public road and 4wd adventure area on maps and should remain open to the public, very little damage occurs to the road and area through 4wd use, especially compared to the frequent storms and swells along the coastline.
It is one of the very few places in Wellington to be able to enjoy off road driving without many restrictions.

Alleged antisocial behaviour in the area is unfounded, according to council records there were 155 complaints of antisocial/ driving behaviour received last year and NONE of them were between the Te Kopahau carpark and the coastal track and none involved motorcycles or 4wds. The complaints were in other areas.

Poaching occurs all long the coastline, not just the coastal track, shutting a small section down will make very little difference to a black market trade , It won't stop boats from going past the gate.

2.
The current leases for baches at Mestanes bay and red rocks were implemented 11 years ago after generations of people and families occupying baches, some living permanently on site. We were forced to sign the lease under threat of removal of baches. At the time there was very little consultation and no discussion or compromise to the list of rules and demands made by the council. There was a promise of consultation at the end of the 33 year period of the leases, on the future of the baches and the owners retaining them, this of course was not put in writing.

The Lease agreement stated that the owners are not permitted to sublease , charge out, mortgage , rent or hire. their own bach.
Yet in the management approach to the plan is to gain ownership and implement a book-a-bach scheme or let Mana Whenua to control of the baches. That is just a slap in the face for bach owners who have spent years/decades/generations maintaining, repairs, reroofing and repainting and caring for their own bach, so the council can reap the rewards of our years of hard work and care and taking away from the next generation of family ownership.

3.
Guardianship of the local area.
With generations of people have lived permanently in these baches, to those who just stay on occasion, it has always maintains a presence in the area.
In the Lease agreement, there is no mention of no permanent living in the baches. But in the management approach plans to prohibit permanent living.
All of the owners, sometimes on a regular basis, have helped in emergencies, such as rescuing injured or unwell people, helping people caught out in adverse weather conditions, stuck or broken down vehicles or bikes, returned people to the carpark if needed, Also rendering service to other minor occurrences in the area.
Bach owners also regularly remove hazards and rubbish from the beach area when necessary and maintain a watchful presence on the coast.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 45

Contribution ID: 36782
Member ID:
Date Submitted: Aug 04, 2025, 09:48 PM

Q1 **Name**

Short Text: Di Berry

Q2 **Suburb**

Select Box: Aro Valley

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Not necessary to comment further. OF COURSE the partnership and pathways should be supported.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I'm always grateful for the fabulous access we Wellingtonians have to the south/east coast, and it has been made far more attractive by Council's actions/work over the years. Today I walked my dog from Lyall Bay to Princess Bay and SO enjoyed the opportunity to do so. It's such a beautiful area and we are so lucky to have that access!

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text: While supportive of the values/pathways, am not sure how effective the storytelling will be or how it will be delivered. Ditto recognising/honouring coastal cultural heritage.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways,

and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 46

Contribution ID: 36781
Member ID:
Date Submitted: Aug 04, 2025, 09:17 PM

Q1	**Name**
Short Text	Kurt Brooking
Q2	**Suburb**
Select Box	Tawa
Q3	**Email**
Email	[redacted]
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Strongly oppose
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat support
Q10	**Please let us know a bit more about your choice.**
Long Text	
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly oppose
Q12	**Please let us know a bit more about your choice.**
Long Text	
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly oppose
Q14	**Please let us know a bit more about your choice.**
Long Text	
Q15	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Don't know
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Don't know

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 47

Contribution ID: 36779
Member ID:
Date Submitted: Aug 04, 2025, 09:06 PM

Q1 **Name**

Short Text: Renee Claughton

Q2 **Suburb**

Select Box: Mākara

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: I fully support the Council's commitment to honouring the cultural and ancestral significance of Wellington's coastline for mana whenua. Strengthening the partnership through the Tākai Here agreement, recognising Treaty settlements, and restoring traditional Māori place names are essential steps towards meaningful co-management and protection of these taonga. I agree that integrating mātauranga Māori into decision-making is vital for the future wellbeing of the coastal environment and the community.

Thank you for prioritising these values in your coastal management plans.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: I support the Council's focus on protecting marine life and putting more restrictions on fishing to ensure the health of our coastal ecosystem.

However, I am concerned that placing restrictions on 4WD use along the south coast could negatively impact the mental wellbeing of many people, including myself. I regularly go 4WDing around the south coast—about once a month—as it provides a peaceful, restorative way to connect with nature. It's also a social activity where I meet friends, share meals, and enjoy the outdoors.

Many of us who use the 4WD tracks are responsible users. We pick up rubbish and make use of the bins at the entrances to help keep the environment clean. In many ways, 4WDing is similar to cycling or mountain biking, which also support mental and physical wellbeing while encouraging people to engage with nature and navigate challenging terrain.

I urge the Council to consider the positive mental health benefits of 4WD recreation and look for balanced solutions that protect wildlife while still allowing people to enjoy this important coastal experience.

Thank you for considering my views.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text I agree that protecting the natural environment and ensuring the coastline remains accessible and meaningful for many generations is very important. However, I believe there may be alternative ways to achieve these goals beyond the current proposals outlined by the Council.

I encourage the Council to consider a range of options that balance environmental protection with practical and inclusive access, while also respecting cultural heritage. Collaboration with local communities, including mana whenua and recreational users, could help develop creative solutions that protect the coastline's character without unnecessarily limiting people's ability to enjoy and connect with these special places.

Thank you for considering a flexible approach that supports both conservation and community use.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text I believe the Council needs to take a more proactive role in protecting wildlife along the coast. As a responsible pet owner, I have trained my dog in both kiwi-safe and penguin-safe practices to ensure he poses no threat to native wildlife. Before moving to Makara, I completed the kiwi training, and when I saw the penguin training was available, I enrolled immediately because my dog often accompanies me on 4WD trips along the coast.

In addition to protecting wildlife, I am concerned about the significant amount of litter entering our waterways. Over the past four months, I have personally collected more than 30 balls—from soccer balls to tennis balls—from the Karori Stream before it reaches the ocean. This is only what I can physically access; there are an estimated 10-20 more balls visible in parts of the stream that are too dangerous for me to reach safely.

The volume of litter coming from the Karori area alone is alarming and highlights the urgent need for the Council to implement stronger measures to prevent waste entering our waterways and, ultimately, our coast. I encourage the Council to increase efforts in litter prevention, community education, and stream clean-ups to better protect our coastal ecosystems.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text I fully support the Council's nature-first approach to coastal resilience, which recognises the increasing impacts of climate change such as rising sea levels, storms, and fire risks. Prioritising nature-based solutions and adaptive planning is essential for protecting both the environment and coastal communities.

This approach aligns with my views on the importance of protecting wildlife and ecosystems through proactive and respectful management. By working with natural processes rather than against them, we can ensure the coast remains healthy and accessible for future generations.

Additionally, managing wildfire risks is crucial, especially in areas like Makara where I live and regularly visit the coast for recreation. I encourage the Council to continue investing in emergency preparedness alongside ecological restoration to build a truly resilient coastline.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 48

Contribution ID: 36778
Member ID:
Date Submitted: Aug 04, 2025, 08:57 PM

Q1	**Name**
Short Text	Shane Binnie
Q2	**Suburb**
Select Box	Seatoun
Q3	**Email**
Email	[redacted]
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	Yes
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	[redacted]
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Somewhat support
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q10	**Please let us know a bit more about your choice.**
Long Text	
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat support
Q12	**Please let us know a bit more about your choice.**
Long Text	
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Somewhat support
Q14	**Please let us know a bit more about your choice.**
Long Text	
Q15	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Whanga Rāwhiti
Eastern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text I am writing to formally oppose Item 5.2.B of the proposed management plan, which states:

"Support the gradual transition of the privately leased boat sheds at Churchill Park, exploring opportunities for better community use or removal to allow space for nature."

As a local resident, I believe this proposal overlooks the historical, cultural, and community value of the existing boat sheds and risks undermining the character of Churchill Park and the wider Te Whanga Rāwhiti Eastern Bays coastline.

Key Points of Opposition:

1. Heritage and Identity
The boat sheds have been part of the Seatoun and Churchill Park landscape for almost 100 years. Their presence contributes to the unique coastal identity of the area and reflects a long-standing tradition of recreational and maritime use.

2. Community Connection
While some shed owners may reside outside the immediate area, many have strong ties to the community. The sheds are not just storage spaces—they are part of a shared coastal experience that fosters connection and stewardship.

3. Alternative Solutions
Rather than removal, I urge the Council to consider:
- Upgrading sheds for mixed-use, provide incentives for current owners
-Study and understand the current use of the boatsheds
- Introducing lease conditions that prioritise community benefit and environmental integration.
- Exploring shared-use models that allow broader public access without dismantling existing structures.

4. Legal and Procedural Complexity
The sheds are currently held under encroachment licences, and their removal or reclassification may require significant regulatory oversight under the Reserves Act 1977. A blanket removal policy may oversimplify this process and create unnecessary conflict amongst the community who have maintained the boatsheds for many years.

5. Environmental Balance
Enhancing natural space is a worthy goal, but it should not come at the cost of erasing community assets. A

balanced approach that integrates nature with heritage structures is both achievable and preferable.

6. The Boatsheds currently provide protection to the park to the rear of the building where families often picnic and is a place of passive recreation.

I respectfully request that the Council reconsider this item and engage with local stakeholders to explore more inclusive and sustainable alternatives.

Sincerely,
Shane Binnie

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 49

Contribution ID: 36777
Member ID:
Date Submitted: Aug 04, 2025, 08:00 PM

Q1 **Name**
Short Text: Kent Stevens

Q2 **Suburb**
Select Box: Wellington Central

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: This is not for all the people of Wellington. This is diminishing local democracy and giving undue power to tribal elites. We need to recognise all ratepayers and their property rights. Many Wellingtonians and tourists understand English, so there should be signage in English.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text: Wellington should be for the people. We need to acknowledge all ratepayers.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**
Long Text: We have gone to extremes with ecosocialism, high rates and worshipping cultural artifacts. Unfortunately, careful design could mean spending an additional $2.3 million on a public toilets project, that should cost significantly less than this. Extravagant projects means that Wellington rates will continue to increase by more than 10% each year. Wellington would have saved tens of millions of dollars if there had been a demolition of parts of our worshipped town hall.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q16 **Please let us know a bit more about your choice.**

Long Text We need to look after our coasts. However, Wellington Council will spend too much of ratepayers' money on ecosocialist monuments.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text We could adapt to threats of flooding as seen in other parts of New Zealand. However, Wellington Council will spend too much of ratepayers' money on ecosocialist monuments.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Rāngai o Onemutu
Oriental Bay
Te Kopahou & coastal route
Taputeranga
Southern Bays
Hue te Para
Lyall Bay
Rangitatau
Moa Point to Breaker Bay
Te Whanga Rāwhiti
Eastern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Power should go to the people. All these areas should be accessible to the general public. We should not surrender our coasts to exploitation by tribal elites. Spending on more extravagant projects should not happen in these areas.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Power should go to the people. All these areas should be accessible to the general public. We should not surrender our coasts to exploitation by tribal elites. Spending on more extravagant projects should not happen in these areas.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text Power should go to the people. All these areas should be accessible to the general public. We should not surrender our coasts to exploitation by tribal elites. Spending on more extravagant projects should not happen in these areas.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text Power should go to the people. All these areas should be accessible to the general public. We should not surrender our coasts to exploitation by tribal elites. Spending on more extravagant projects should not happen in these areas.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text Power should go to the people. All these areas should be accessible to the general public. We should not surrender our coasts to exploitation by tribal elites. Spending on more extravagant projects should not happen in these areas.

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Power should go to the people. All these areas should be accessible to the general public. We should not surrender our coasts to exploitation by tribal elites. Spending on more extravagant projects should not happen in these areas.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Power should go to the people. All these areas should be accessible to the general public. We should not surrender our coasts to exploitation by tribal elites. Spending on more extravagant projects should not happen in these areas.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Power should go to the people. All these areas should be accessible to the general public. We should not surrender our coasts to exploitation by tribal elites. Spending on more extravagant projects should not happen in these areas.

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

We should allow all people to use our parks and reserves. We need to consider the rights of all people. We should not be giving ownership rights of our natural resources to members of one ethnic tribal elite.
I am against all the proposed name changes. Our place names should reflect the names of all the people who have helped to build and maintain our country. All of our country's different cultures and their words should be seen in our landmarks. It is the destruction of Wellington's cultural heritage to rename everything.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 50

Contribution ID: 36769
Member ID:
Date Submitted: Aug 04, 2025, 05:06 PM

Q1 **Name**

Short Text: Logan Hutchings

Q2 **Suburb**

Select Box: Ngaio

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: The area should be available for all respectful & conscientious New Zealanders and their guests to enjoy without prejudice or interference.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Access to the coastline must be free for all conscientious and respectful users. In particular, free, sensible and legal vehicular access around the south coast must be maintained for all who use it carefully.
The assertion in the draft that the area is being abused is contrary to WCC's response to an inquiry about these fictitious reports was of 155 complaints "none related specifically to Te Kopahou carpark or the coastal track." and "no complaints under 'anti-social behaviour' included any mention of 4WD driving or trial bikes."

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways,

and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Feedback provided in prior pages of the survey.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 51

Contribution ID: 36766
Member ID:
Date Submitted: Aug 04, 2025, 04:47 PM

Q1	**Name**
Short Text	Marianna Tyler
Q2	**Suburb**
Select Box	Owhiro Bay
Q3	**Email**
Email	[redacted]
Q4	**I am making this submission:**
Multi Choice	as an individual
Q5	**Name of organisation you are submitting on behalf of**
Short Text	
Q6	**Would you like to make an oral submission to the Councillors?**
Multi Choice	No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number	
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice	Strongly support
Q9	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q10	**Please let us know a bit more about your choice.**
Long Text	I totally support this value and the pathways so long as Māori have a truly representative voice throughout policy conception, design, development and implementation. I also support mana whenua leadership on the coast.
Q11	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q12	**Please let us know a bit more about your choice.**
Long Text	While I support this value, I support protecting the environment over unfettered access. Access should be restricted and denied where sensitive ecosystems and threatened or endangered species are likely to suffer harm from human activity. Many parts of the coast have fragile ecosystems that need to be protected for future generations.
Q13	**To what extent do you support or oppose this value and its pathways?**
Multi Choice	Strongly support
Q14	**Please let us know a bit more about your choice.**
Long Text	

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Our environment is our greatest asset. To the greatest possible extent, we should do everything we can to protect it from human activity and damage.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I support nature-based solutions for coastal protection, but only when these solutions are protecting natural environments not when they are being implemented to protect human environments.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I support radically reducing the volume and hours of access by traffic on the 4WD track out to Te Rimurapa. I believe access should be by paid permit only and even then restricted to daylight hours on only a few days a week. I also don't see any reason for vehicles to be permitted to travel beyond the furthest bach on that track.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. -

Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 52

Contribution ID: 36764
Member ID: 2976
Date Submitted: Aug 04, 2025, 04:34 PM

Q1 **Name**

Short Text: Geoffrey Mathieson

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I support free access to Wellington Coast Line

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Te Kopahou Reserve is about the only place in Wellington where you can four-wheel drive and go fishing and diving. It's a great place for families to experience, and it would be a shame to close the gate on Public Holidays, as a family experience might be long. Permits may also exclude people with children just because of the cost. I'm for free access to Coast, closing the gate on Sunday is far enough, 9 am -6 pm for Walkers.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 53

Contribution ID: 36763
Member ID: 2976
Date Submitted: Aug 04, 2025, 04:23 PM

Q1 **Name**

Short Text: Adrian Macey

Q2 **Suburb**

Select Box: Hataitai

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: A balance between mana whenua 's and the rest of the community's historical associations should be kept when deciding on names. That means not systematically eliminating existing names. All history is relevant to today.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Terawhiti Station have not been exactly cooperative when the public have sought better access to the coast and historical sites. If necessary legal processes should be undertaken to ensure their cooperation if it is not forthcoming voluntarily.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text See comments re Terawhiti Station - there are lots of historical sites with inadequate access and limitations around the coast too. It's very important that the whole coastline is public in practical terms as well as in law. Long-term there may be better uses for this land or at least scope for multiple use.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support

water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

It's extremely wordy. Much - including the questions - is at a high level of generality that would put a lot of people off and where simple degrees of support may not convey views accurately.
A straightforward list with actual details of changes would be useful as the plan is implemented.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 54

Contribution ID: 36762
Member ID: 2976
Date Submitted: Aug 04, 2025, 04:15 PM

Q1 **Name**

Short Text: Katherine Short

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Dear Ella,
Congratulations on this new Coastal Reserves Management Plan. Thank you for the opportunity to comment. Great to meet you briefly at the Lyall Bay Surf Club drop-in in early July.
It's excellent to see the three Mana Whenua groupings acknowledged.
Noting Tangaroa and Papatūānuku is excellent. Don't forgot Hinemoana, the deity of the marine environment, and also marine flora (seaweeds, seagrasses).
It's good to see a new, single, integrated plan replacing separate, older ones.
Iti s good to understand, and I strongly support the alignment with the 5 strategic focusses of Te Whai Oranga Pōneke, the Open Space and Recreation Strategy 2023, especially whakamāori mai anō as Māori-led care of Te Taiao is crucial to make meaningful, sustained progress in caring for Te Taiao, and enabling tangata te Tiriti to uphold Te Tiriti through working together to care for Te Taiao.
The Emerging Challenges noted on page 12-13 are useful, honest, and clear. This

section is missing the unknown status of the health of the harbour, water quality and marine ecosystems to support coastal species such as Kororā, and other seabirds. We focus a lot on Kororā as icons, and care for their nesting sites, but we're not caring for the food they eat. From my own Professional work (marine management and conservation), I am aware that technically that is a Fisheries NZ responsibility, but there is no commercial fishing in Wellington harbour, a lot of shore and freedive-based recreational Fishing, yet very little attention is given to the health of the marine ecosystems in the CRMP.
It is good to note that overharvesting of marine life referred to. As you'll be aware, recreational fishing is managed through bag limits, but there are no limits on the
2
numbers of people that can take the bag limit in space or time. There is also very poor education of recreational fishers, and few signs in the harbour at least. Recreational Fishing signage and fisher education needs to be improved, and in other languages, and outreach done to the variety of communities that are recreational fishing. I ama ware that that recreational catch is often an important food supplement, and that iti s good for people's well-being to fish recreationally, but we need to know the catch levels are sustainable. As at least Nicole Miller's Seaweed, A Love Story film shows that marine ecosystems are out of balance. The mentions of Fisheries NZ and MPI in the document are extremely cursory. Was any engagement undertaken with them in the development of this plan at all?
Good to see the complex coastal governance acknowledged too. Fundamentally at least Te Whanganui-a-Tara needs a mana whenua-led 'voice of the harbour' kaupapa to develop a vision, strategy, and as a first product, an integrated harbour status report. Please support the creation and delivery of this.
Iti s good to see also the descriptions of mana whenua on page 15, although the Taranaki Whānui and Te Ātiawa blocks are confusing in how they reference each other. It would be helpful if this could be further elaborated and clarified.
I strongly support the values and Pathways 1.1, 1.2 and 1.3. E.g. 1.1c. WCC could contribute to the development of Harbour Cultural Health programme along the lines of the one in Ahuriri/Napier in partnership with GWRC as the Napier one was paid for by their Port..
Re. 2.1: really appreciate the amenities, and their care. Thank you.
Re. 2.2: I did the Tip Track to Haape Stream, to Te Kopahou carpark walk recently and the last section from the top of the quarry down the extremely narrow, gorse lined and steep, gravel track needs some work and care. It is not safe.
Re. 2.3: Please significantly increase the signage, and recreational fisher education at access points, about caring for the marine environment. Work with MPI to design and deliver educational materials. Consider using the Fish4all app, as a test to track recreational catch, educate in the most common languages of recreational fishers, and sustainably finance such work.
I love the provision for swimmers, (pg 27). A number of my friends, and one close friend, are regular harbour swimmers.
Harbour swimming, marinelife, aesthetics, upholding Te Tiriti, and just plain taking care are all really important connected aspects to cleaning up the waterpipes, but also working with the construction, roadbuilding, housing, real-estate, and other sectors which can create sediment risks. With all the riparian replanting now, and aspirations to make NZ Nature Positive (e.g. NEXT Foundation v2), there is so much momentum, and
3
ability to dovetail, and stack effective interventions. As the plan to remediate the old Chaffers area gasworks, over the long term with reeds etc shows, we can remediate over the long term….and we can, and must clean up the harbour, and support the restoration and regeneration of harbour marine ecosystem health – for people and nature.
With respect to boat ramps and the marinas, please work with the yacht clubs and users to co-fund and install Seabins to collect rubbish.
Re. 2.7: I strongly support all the proposed actions (a-d) to guide and supporte dog□owners to prevent seabird, including Kororā, seal and other marinelife attacks.
Re. 3.1: Thank you for keeping the coast accessible, and limiting building on the coast side of the road.
Re. Pathways 3.1, 3.2, 3.3: I propose the WCC support a feasibility study into having a new National Aquarium of New Zealand, fitting of the national name, in the inner harbour e.g. on the wharves (rebuilding them), between where the Bluebridge Ferry and Lady Liz/Police station is. I recommend reviewing Project Shapeshifter, the national aquarium reimagination done for Napier City Council just before covid. With other planned visitor attractions (Peter Jackon's film museum), and Zelandia and Te Papa, this would turn Wellington into a two night stay tourism city.
I strongly support Value 4. Note there's a typo on 4.7, currently written as 2.7, page 35. It is excellent to see all the detail under 4.1. (pgs 36-37), and I strongly support the use of the term and concept of Mauri! The infographics, classifications and mapping pgs 38-39 are great. Well done! I strongly support the actions listed on pg 41. Note, there are important links here to the cultural health monitoring approach mentioned above….and YES re. the intrinsic connection to the marine coastal area.
I strongly support the approach of enabling coastal ecosystems to help us with climate

resilience, adaptation and mitigation. The restoration of these 'teal' and 'blue' spaces are crucially important for that given how much carbon these ecosystems can sequestre, and hold, including in benthic sediments. It is important to acknowledge, and the revised Plan could state how interconnected the ocean and climate are – it's one big system.
I love the species focus on pg 42, including the small stuff.
Re. Kororā (e). pg 43 – needs a new "v." that is about working with FNZ to ensure there is enough forage fish for them…and therefore other coastal marine life, to eat. This is likely to not a problem on the south coast with the marine reserve replenishing fish numbers, but is likely to be in the harbour. There are instances of Kororā starving elsewhere in the country and in Te Whanganui-a-Tara in 2020-2021 when warm water and sediment were also thought to be compounding factors.
4
Re. 4.3. I strongly support this. Re. d. it is important to note that Predator Free has had enormous success because it has stacked interventions in the same places and also resourced the collaboration between each intervention in those places. The same hasn't occurred systematically for marine care initiatives nationally which consequently are fragmented, uncoordinated, and unfortunately, occasionally competitive. WCC could encourage Predator Free to offer to extend their experience and relevant expertise, to support the design of tailored, stacked interventions in the adjacent marine areas in Te Whanganui-a-Tara.
I strongly support 4.4. and all proposed actions. Under a. regarding resources: WCC needs to offer to support mana whenua led kaitiakitanga of Te Whanganui-a-Tara. Any resource WCC can offer is important and can also be leveraged by Iwi/Māori funds, GWRC, targeted philanthropies such as The Clare Foundation, and also by Fundsorter.com, the new generative AI fundraising platform (developed by Wellingtonian Lani Evans).
I strongly support 4.5. and 4.6. This is great detail. Regarding 4.6 c: I support supporting community groups to identify sources of plastics and work with those responsible, moving to institute penalties where necessary to drive changed behaviour. This is also where the use of Seabins could be useful. I recommend working with Lower Hutt CC to install them in Seaview marina also.
Re. 4.7. an important opportunity to trial the use of the Fish4all app in point i., or at least use it's experience as a basis for designing such a permitting system. I strongly support a tikanga-based permit, and the option to use rāhui. I support the harbour having an overall rāhui if that is what Mana Whenua wish to do, to give the marine ecosystems a rest and the opportunity to begin recovering – especially in relation to kina barrens and the need to reinstate bigger fish and crayfish, the natural predators of kina – which themselves are an important taonga species.
Relatedly, WCC could support investigation of mana whenua led sustainable finance and blue economy business opportunities that could make use of the excess kina e.g. the Kinanomics Project or a local version thereof. Note the author of this submission was the lead author of the Sustainable Seas Science Challenge Blue Economy Principles for Aotearoa. I recommend WCC adopt them to guide its management of any coastal and harbour associated businesses. They need 'unpacking' place by place, sector by sector, which is a leadership opportunity for WCC, and GWRC in tandem, and partnership with mana whenua and the blue economy sectors that use the harbour e.g. shipping, transport etc.
Relatedly, note all Sustainable Seas Science Challenge research is available through it's generative AI platform tohora.org. I recommend WCC mine this for relevant science and research for the harbour. The plan is silent on the synthesis, tracking and application of
5
the findings of research relevant to the coastal reserves or harbour. This could be addressed through WCC supporting and contributing to a mana whenua-led harbour status report process.
I LOVE and strongly support the detail and propoesd actions on pages 47-48!
I strongly agree with 5.1.
I love and strongly support the Management Approach on pg 62.
Re. 1.2 pg 63 – I strongly support the restrictions on 4WD. It needs a deep education approach however to preven vandalism and reckless endangerment of wildlife and Te Taiao.
I support b.ii. pg 64 – at a small profit cost only. It would be amazing if these baches could be more accessible once their leases expire. They are ridiculously expensive to hire at the moment.
I love 1.3. pg 65, and pg 67.
Re. pg 74 – keep The Bait House open for as long as Dr Victor Anderlini and Judy Hutt want to steward it. When they no longer can/or want to, I recommend assessing it's uses and consulting with the community. Hopefully we'll have an inner harbour National Aquarium of NZ development well underway by then and anyone associated with the Bait Shed can share and deploy their passions there!
All the maps and sites of significance to mana whenua, nature, classifications are awesome.
I didn't see any reference to daylighting streams. Can this be considered please, and one project undertaken in the next 24 months to daylight and restore at least one

stream?
I wish to be heard to speak to my submission.
Thank you in advance. Please feel free to contact me to discuss any matters by email or phone.

Kind regards

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 55

Contribution ID: 36760
Member ID:
Date Submitted: Aug 04, 2025, 03:43 PM

Q1 **Name**

Short Text: steve balazsi

Q2 **Suburb**

Select Box: Owhiro Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: I strongly support this value. But after having worked for Māori organisations and within the Māori rights and interests space for two and a half decades, I know that consultation comes at a cost for Māori. In the past, Māori have been expected to provide advice and support to council and business on their own time and at their own expense with little or no compensation or remuneration for their efforts beyond a couple of petrol vouchers. Organisations have attempted to ameliorate this situation and to make their lives easier by directly employing Māori staff to establish in-house consultation processes and avoid external consultation. While I'm not an expert, I'm not Māori, I don't speak on behalf of Māori, and these suggestions do not comprise an exhaustive list, key points to consider are:
* to fully respect and unconditionally accept Māori points of view, beliefs and wishes rather than challenging them from a Pākehā bureaucracy and cultural perspective
* to ensure you're speaking to the right people rather than the most convenient and accessible people
* to honour Māori processes as they consult among themselves to resolve issues
* to ensure participants are compensated and actively supported financially and otherwise to consult more broadly
* to build, maintain, value and honour strong a relationships with Māori and to do your very best to prevent trampling on those relationships
* to provide space for Māori to speak for themselves rather than consulting, interpreting and speaking on their behalf
* to honour Māori processes and to provide space for and support those processes with silent and respectful presence, watchful and ready to assist when asked

As I say, this is not an exhaustive list and although it might seems like stating the bleeding obvious, I've observed extreme failure to meet these very basic requirements of decency and respect in the NZ Police, a local council, and the health system within the past ten days. We can do better!

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text While I 'somewhat support' Value 2, I believe that delivering access should be tempered by a strong emphasis particularly on environmental concerns but also on respect for wāhi tapu. Our environment is currently under attack and in serious decline across the board. Our coastal environments are being rapidly degraded by people, plastic, erosion runoff, toxicity, rising sea levels, increasing water temperatures from marine heat waves and so much more. Personally, whenever I see 'access' rated highly in a list of values, I worry that this comes at a price to the environment.

I definitely DO NOT agree that all people should demand access to all places by all means at all times. I believe that particularly vulnerable and sensitive ecosystems (that is any ecosystem that's significantly negatively impacted by human activity) should have access severely limited or denied, particularly when that access is unnecessary.

As an example, we live in Ōwhiro Bay and regularly watch vehicles joy riding out to Te Rimurapa (Sinclair Head) and back after dark. There is absolutely no reason for anyone to be travelling this road after dark, disrupting birds, seals and other animals, subjecting them to the constant and unnecessary onslaught of humanity 24 hours a day, six days a week. (They only get one day's respite each week.) I believe vehicle access should be limited to one day per week (if this absolutely necessary), probably a Saturday and only during daylight hours. The access gate should be locked at all other times.

I also believe that vehicle access past the last bach heading out towards Te Rimurapa should be prevented with the positioning of large boulders from the cliffs to the low tide mark. In particular, access should be prevented to Te Rimurapa/Devil's Gate. In addition to being a home for seals and birds, this is one of the very first landing points for the firsts humans to set foot in Aotearoa. Currently, we allow pointless and unnecessary access to this sacred place by 4x4 vehicles. There's absolutely no need for people to be driving over this place. It deserves to be treated with huge respect rather than trampled ignorantly. Yes, people can have access to these places, but let it be on foot. Laziness should not be an excuse for destroying our sensitive coastal environment and the very long standing history of these places of significant cultural value.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text While I fully support enriching the coastal experience through storytelling, I do not place any value on protecting the remains of human occupation that scar our landscape. On the contrary, I believe we should be seeking to actively remove these remnants of our colonial history - usually concrete monstrosities - and allow the environment to fully recover its pre-colonial beauty. There's little to be proud of in our treatment of our coast, and we have photos to remind us of our destructive ways.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text I absolutely support this value and believe it should be Value 1. I fully support the seven pathways, but believe we need to add two additional pathways to the list. They are:
* Limiting access to sensitive and vulnerable ecosystems
* Funding ecological and historical research into coastal ecosystems

I spoke about limiting access in my response to Value 3. Regarding research, we have the Victoria University Coastal Ecology Lab right on the coast at Island Bay. I have no idea how much connection the council has with the lab, but it would seem to make sense for council to create an extensive list of coastal restoration projects and to actively engage in recruiting university students and staff to start gathering data, researching existing solutions and developing new solutions to restore our coastal environment. We have the added benefit of a marine reserve right in front of the lab with research opportunities available to explore the impact of the marine reserve but also the potential impacts of urban environments on marine reserves. Let's collaborate to make the best use of our existing assets!

Adjacent to the coastal environment, I have heard anecdotal evidence of rising populations of pigs, goats and deer in bush behind the shoreline all of which have the potential to impact nesting endangered bird species (not to mention the hundreds of kiwi that have been released) and reduce their breeding success rates. Something needs to be done to protect vulnerable native species from these introduced interlopers.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I strongly support all of these pathways, but with solutions that prioritise the environment ahead of human needs. Humans can move out of the way. Our wildlife is not always so willing or able to relinquish its habitats.

Re: nature-based solutions, Te Tira Whakamātaki seems to be an appropriate ally.
Re: adaptation, the council needs a plan for an orderly retreat rather than defence to ensure we aren't left with a rubbish strewn coast as the ocean advances.
Re: wildfires, eliminating pines and non native species and replacing them with more resilient and less flammable natives is essential. Starting now! Not leaving it until the fires start.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text While I have already given feedback on this sector in the values sections, I include a summary of key points here:
* Remove the paper road designation of the four wheel drive coastal beach track to Te Rimurapa. This is never going to be a road giving sea level rise from climate change.
* Limit access to the track to no more than one day per week.
* Limit access to the track to daylight hours only.
* Place boulders from the cliffs to the low tide line just past the last bach to prevent access beyond this point.
* Conduct historical research on the seals in the area prior to the colonial slaughter and seek to restore the environment to rebuild seal numbers to pre-colonial times.
* Conduct pest control for pigs, deer and goats in Te Kopahau Reserve to protect endangered and threatened coastal birds species, as well as the recently release kiwi, from these introduced pests.
* Work with central government to increase the size of the marine reserve to protect threatened species that may be threatened by human activity.
* Work with tangata whenua to identify wāhi tapu.
* Work with tangata whenua to restore ingoa Māori as the official names for all places that previously had these names
* Organise regular removal of demolition debris from the beach in front of Te Kopahau Visitor Centre as the bank is slowly eroded by the ocean. The campervan park at the visitor centre makes this a tourist hotspot for Wellington. It regularly looks like a rubbish tip that we don't care about.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Te Araroa and Oku Reserve
The Scope Map shows Oku Reserve as being within scope for this plan. A friend and I have been involved with planting in this reserve for the past two years and know of its stunning beauty. We've been discussing the possibility of extending Te Araroa (which currently starts in Shorland Park in Island Bay) out to Te Rimurapa (Sinclair Head). This point is of particular significance to Aotearoa New Zealand, being one of the first landing places of our earliest explorer Kupe (the first human to set foot in our country). I believe this highly significant landmark would add some purposeful gravitas to the start/finish of Te Araroa in the North Island maybe approaching the significance of Cape Reinga at the other end of trail across Te Ika ā Maui. At the moment the starting/ending point is a kids' playground.

From Te Rimurapa, the reformed Te Araroa trail would progress along Ōwhiro Bay Parade, up Happy Valley Road and Robertson Street, into Severn Street and up through Oku Reserve where there is a stunning viewpoint of Te Waipounamu from which pre-colonial fishers monitored their fishing grounds. This view affords walkers travelling north a final view of Te Waipounamu (the place from which they've come) and walkers travelling south a view of the place they're going to next.

This year we have started the job of beautifying the Severn Street entrance to Oku Reserve and this work will continue in coming years. We also hope to add a range of cost-free informal facilities for the public to enjoy this stunning reserve. We're more than happy to discuss further how this might be achieved.

Seawall weedy wasteland
Last year, I was involved in planting in front of the seawall across the road from Vic Uni Coastal Ecology Lab. We planted fifty? trees that were later mowed by the council. This area is permanently covered in weeds and could be so much more beautiful than it is a present, particularly as it's more protected (by the seawall) than any other part of the coast. I'm happy to replant this for free but only after the council places a solid barrier fence here to protect future plantings for council mowers and from the general public trampling the plants. This is the story I tell about the council and this space each time I get an opportunity. Let's talk! :)

Slashing

And while we're on the subject of mowing. Each year, the council sends a slasher up Severn Street indiscriminately slashing roadside trees and vegetation. In the process, the slasher brutalises pohutukawa and other native trees in its path leaving torn and bleeding limbs that weaken the trees but are also an eyesore. These trees not only beautify our environment, but also provide food and shelter for our native birds. Last year, a friend was forced to run out and protect a year-old planting from the slasher. Surely we have grown beyond the slash and burn mentality of yesteryear when every native tree was seen as an obstacle standing in the way of profit. Let's grow up a bit and treat our environment with more respect. At the very least, can the council create a 'NO MOW' pillar that can be placed on the verge to prevent this carnage.

Road safety
Apparently, there was once an informal path from in front of 174 Severn Street down to Great Harbour Way providing an alternative walking route to the dangerous, footpath-free, single lane section of Severn Street above the Ōwhiro boat ramp. Restoring this footpath would deliver an alternative safe route for the newly extended Te Araroa route while also providing a safer route for locals who currently take their lives into their hands every time they walk this unprotected section of the road.

Access
I suggest that the council investigate starting a bus service to enable travel from Te Kopahau to Lyall Bay. At present, this journey travels inland and takes 55 minutes by public transport - a journey that takes 10 minutes by car. This service would provide public transport access to all South Coast beaches from Ōwhiro Bay to Lyall Bay, enhance opportunities for walkers to make return from a walk around the coast as well as providing visitors with a return scenic trip around the coast. In would also connect cafes and restaurants in Lyall Bay with the aquarium in Island Bay, Beach house cafe and Te Kopahau Visitor Centre in addition to walking tracks in reserves along the coast. Maybe this route might be limited to weekends and public holidays or similar and publicised by Metrolink.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support

Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Names
Re: Appendix B. I'm wondering why you've used the English word 'park' in the restored Māori names, e.g. Shorland Park will become Te Mapunga 'Park'. Surely we'd like the new/old name to be fully in te reo Māori? And while we're at it, let's not use a tokenistic transliterations. There are so many stunning words in the Māori language. Let's invest in asking a kaumātua to provide a symbolic and beautiful name that reflects the history, the significance and/or the future nature of this place - what we want it to become. Having a half Māori/half English name seems to be missing the point. With love... :)

Additional info
This plan is looking very promising, and I'm very excited to see positive action at a time when our world often seems to be descending into chaos. Please feel free to contact me if you'd like me to expand on anything in this submission. The information I've included is completely off the top of my head, hurriedly bringing together things I've discussed with others over the past few years. I love living on our stunning South Coast with its ever changing moods and I'd love to be involved in creating the future direction of our beautiful home. Thanks for the opportunity to submit on the plan! :)

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 56

Contribution ID: 36755
Member ID:
Date Submitted: Aug 04, 2025, 02:49 PM

Q1 **Name**

Short Text: Andrew Gee

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Wellington Jeep Club

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: We suggest that the Council makes some “Measures of Success” and starts to compile data about the public use of the South Coast to be able to properly make decisions about restricting access. The number of people using the coast would be the most obvious measure of success.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text We support Capital Kiwi's efforts

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text We need to be aware of changing climate issues and plan for future effects.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text The Wellington Jeep Club strongly opposes any changes to recreational access to Te Kopahu and suggests that the status quo remains.
We suggest that the Council makes some “Measures of Success” and starts to compile data about the public use of the South Coast to be able to properly make decisions about restricting access. The number of people using the coast would be the most obvious measure of success. We see no proof of antisocial behaviour or poaching and think that there are other agencies whose task is to enforce these issues rather than the Council.

4wd clubs like Wellington Jeep and Cross Country Vehicles have done a large amount of community work over the last twenty years including beach cleanups and separately dune replanting and currently assisting Capital Kiwi over the last four years to maintain trap lines throughout Te Kopahu. Maintaining 4wd access has secondary roles in providing support and rescue for other sports events like running and mountain biking. The best example of support from the 4wd clubs came in January 2023 when the Kaitaki ferry ran into engine difficulties and vehicles were called out in case

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support

A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 57

Contribution ID: 36753
Member ID:
Date Submitted: Aug 04, 2025, 02:42 PM

Q1 **Name**

Short Text: Michaela Manley

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Wellington City Light Horse Club - please note, this represents our only submission on the plan, please disregard the previous one (made as an individual but ticked wrong option)

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Good to see strengthening of mana whenua partnerships.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: We have strong concerns about whether this value and pathways can be supported due to current and worsening issues with off-leash dog and compliance attitudes.

We also consider the plan needs to factor in commitment from WCC to maintaining fire breaks in heavily vegetated areas in Te Kopahou reserve, and also to keeping tracks open - noting that at least one key access track in the reserve is now inaccessible for users.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text The club coordinates with protection and pest control community and other groups. We support this value and its associated pathways.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Nature-based solutions will often be the most resilient over time, however hybrid solutions (eg engineering + natural solutions) should also be assessed for long term effectiveness.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Please see our earlier comments on track access, fire break management, and offleash dog issues. Te Kopahou is also a key penguin, seal, and shore bird habitat, and a place for oceanic birds to recover from weather events.

A more vigilant and detailed approach is needed through the pathways supporting this plan, to start to address the issues created by non-compliant dog owners.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose

Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Don't know

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

We will have a short slideshow to support our oral submission.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 58

Contribution ID: 36747
Member ID:
Date Submitted: Aug 04, 2025, 12:32 PM

Q1 **Name**

Short Text: Ryan O'Connell

Q2 **Suburb**

Select Box: Te Aro

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Switched on Bikes

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Great to see a partnership approach.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: Good to see the intention to include more interpretive signage at significant sights and points of interest- particularly stories mana whenua. Visitors to Wellington love to learn while they ride and walk.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Hue te Para
Lyall Bay
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text Great to see the improvement of the Lyall Bay area with several projects.
We would love to see a move for Lyall Bay Parade to be developed with walkers and bikers in mind. Either bay widening the footpath and making this a slow shared (walkers and bikers) space or for the road design to be changed to a pedestrian priority slow zone (using pavers and traffic calming measures etc).

For visitors to Wellington, this area is in need of better way-finding back to the city so people know how to easily access the newly installed bike lanes.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text This is a key recreational route for locals and visitors to Wellington. We support a plan to implement high-quality walking and cycling infrastructure to enable more people to access the area safely. As this is a complex project, we encourage the implementation of a transitional approach to infrastructure implementation enabling some progress to be made sooner.

We support the investigation of prioritising this area as a recreational area, including looking into making the road one way. Can the road be one way in different directions and different times of the day, to enable residents?

Can 'Main Rd' from Shelly Bay Rd to the old Crawford Prison be open and accessible to cyclists?

We would like to see interpretive signage with information of the significance of the sites to mana whenua.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

We support the continuation of the wider Great Harbour Way project to enable better and safer access for walkers and bikers.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 59

Contribution ID: 36743
Member ID:
Date Submitted: Aug 04, 2025, 12:15 PM

Q1 **Name**
Short Text: Graham Joe

Q2 **Suburb**
Select Box: Mount Victoria

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text Oriental Bay and especially Freyberg Beach is used all year around by recreational and sports people. There are large community groups of runners, triathletes, paddlers and ocean swimmers that congregate and use the beach for a range of activities. Ocean swimming (and ocean dipping) has increased expotentially in the last 5 years as people see the benefits mentally and physically of this past time.
The showers, changing room, and public facilities at the council Freyberg Beach building have not changed since the build was built over 30 years ago. The wood exterior of the building recently had it's first ever treatment and re-staining since it's construction. It's exterior appearance has been transformed from neglected, rusty and mouldy to looking like a building that is welcoming and belongs.

However the interior, especially the changing room facility is dark, murky and unwelcoming, even in summer and especially in winter. Better lighting and and a coat of light paint on the walls of the changing rooms would lift it's presentation and make it feel much safer. Many people avoid using the changing room because of it's current unpleasant ambience and feel safer changing in the public carpark instead.

There are two external showers for beach users to wash off sea water and sand. Again, these showers are as old as the building and past their useful life. The water flow pressure from the showers are so low and weak they dribble out and are incapable of providing any useful rinsing facilities even if you stand there for five minutes. With even a gentle breeze, what water that does come out gets blown horizontally away from the user so standing under them is a waste of time.

The now much higher number of year round sea swimmers and beach users need to be serviced much better and showers with a reasonable pressure and flow rate (or lack of) is one of the key complaints about the facilities. I

recently visited both Auckland Mission Bay and Mt Maunganui Beach and used their beach showers. Both cities provided beach showers with excellent pressure which meant I could get a decent rinse in about 10-15 seconds. By contrast, my almost daily rinse at Freyberg Beach requires me to stand under chasing water drips for at least 3 minutes if I hoped to achieve the same level of rinse.

WCC needs to change the user facilities installed 30 years ago bring it up to a standard that meets what users have needed for the past 5+ years to enjoy the beach and inner harbour.

I have read the plan however I do not see any action items that these specific needs would be actioned under, nor do I see and allocation or assignment against existing or new funding for this part of the coastline. There is mention of apparently already existing solar-powered showers, however there actually are none in this area that I know of that currently exist for Oriental and Freyberg Beach users. In addition there is no mention of any action item in the plan to allocate funding for the installation of solar-powered showers. I would counter that solar powered showers are not required for beach go-ers and that any funding for solar-powered showers would be much better used to provide vastly improved cold shower facilities. The cost would also be significantly lower, and provide a much more beneficial and appreciated facility for all beach users.

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 60

Contribution ID: 36741
Member ID:
Date Submitted: Aug 04, 2025, 12:12 PM

Q1 **Name**

Short Text: Geoff HENRY

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: We are a totally multi-cultural nation. We have both Maori and Eurapean heritages as well as a host of others. We must NOT replace all place and street names with historic Maori names from the past. The past is past. Te Tiriti does not oblige us to subvert one colture with another. The ratios should match the present population : 80% /17% and others.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I strongly support thee RETENTION of the Bait House at Island Bay. It has historic and cultural importance to the suburb in recognition of the Shetland and Italian fishermen.
Its present use as a Marine and Ichthyological Education Centre fits with the fishery backgound of the area.

I will hope to see a large and high quality Aquarium on the south coast preferably owned and funded by some sort of community trust, rather then the City Council

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose

Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 61

Contribution ID: 36735
Member ID:
Date Submitted: Aug 04, 2025, 11:02 AM

Q1 **Name**
Short Text: Ian Hutchings

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**
Short Text: Cross Country Vehicle Club

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number: 0

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text SUBMISSION ON DCRMP from CROSS COUNTRY VEHICLE CLUB Inc.
SUMMARY
The Cross Country Vehicle Club (CCVC) is an Incorporated Society established 53 years ago that has been using the South Coast for recreation and conservation purposes for many decades.
The Club submits that management approaches should be based on tangible and published information, giving a defendable, evidence based, approach. Anecdotal and hearsay information should be largely discounted.
CCVC's primary interest is in Sector 1, the area beyond the Visitor Centre. This land area is essentially of three types:
1. The Coastal cliff escarpment, owned by Council as Reserve until shortly after Sinclair Head, then privately owned;
2. The Legal Road;
3. Hydro Parcels which directly abut the legal road.
As a formal Consultation under the Reserves Act is far from clear what powers might be sought to be exercised over the legal road or hydro parcels in Sector 1. Both of these areas have strong legal rights of public access outside of the Reserves Act. The RMA for example makes "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers" a Matter of National Importance
Management Approach (Page 64)
This section immediately takes a "limit and closure" perspective and does not recognise that ongoing and improved information, education and enforcement should be the first approach. The approach does not reflect the published draft engagement undertaken by Council. CCVC does not support the "limit/closure" approach and related Actions 3, 5, 7 proposed on Page 67. The ULR should be managed in accord with the Walking Access Commission guidelines. As an example, "concerns" about vehicle speeds (as a road a limit of 50 km is applicable) are identified, but 4WD's typically travel at 30 kph or less. No signage is in place, but it may be better to use the process (under the Transport Act) to define a lower speed limit (the Club recognises that 30 kmph would be suitable), providing appropriate signage and Police enforcement.
Walkers also need to recognise that they are generally using a legal road and should not impede vehicles by walking in the middle of the track in presence of vehicles (they don't do it at Oriental Bay!).
There are significant omissions in that "dirt bikes" which can be fast and intrusive are not mentioned in the draft. Likewise, the adverse effects of browsing wild animals (pigs, goats) on regeneration are not mentioned, but are far worse than 4WD use. There is little coverage of the heritage at Sinclair Head, on Council land.
Specific comments are given in the following sections of our submission
ABOUT CCVC
The Club has used the "South Coast" for recreational and "community good" 4WD activities use over many decades.
• In November 2025 the Club will undertake a "clean up" of the area which will be the 25th year that this annual activity has taken place.
• In July 2025 the Club, in conjunction with supply of plants from Council, undertook its 16th annual planting for coastal vegetation. Other groups such as Forest and Bird have participated in our work in past years.
• CCVC has managed a string of predator traps for some 6 years around the coast as a part of a MOU with WCC and Capital Kiwi. (other trapping activity is within the upper Te Kopahou area)
The Club has transported various groups around the Coast including
• International Students from St Pats College
• Friends of Otari
• Wellington Botanical Society
The Club also assists when requested in other activities, for example"
• in the recent incident involving the Interislander ferry, the Club assembled a couple of dozen 4WD's at short notice to assist Police in transport of rescuers and possibly passengers. More vehicles were available if required.
• Removal of abandoned vehicles (typically at request of Council) to avoid potential adverse outcomes
All of these activities rely on ongoing use of the legal road corridor around the coast from the Visitor centre to Karori Stream mouth (and beyond).
This demonstrates that 4WD use is not adverse to good environmental management, but can be complementary. Indeed, ongoing access is essential for such activities.
CCVC remains open to further support of Council improvements to the area, for example in limiting access to private land, better signage, potential fencing etc.
CCVC is a member of the NZ4WDA who support these submissions. The Club has a MOU with Council about the South Coast which seems to have been ignored in the DCRMP process. The Club wishes to be heard in support of its submission.

THE CURRENT POSITION
The coastal track used by 4WD, motor bikes, e-bikes and walkers is a gazetted legal road from the Visitor Centre to well beyond the physical scope of the DCRMP.
The track deviates from the Gazetted road to the hydro parcels to avoid areas of planting and revegetation, but otherwise largely follows legal road.
Council own the steep cliff escarpment from the Visitor Centre through to a little beyond Devils Gate, when it becomes private land.
The Hydro parcels of land are relatively narrow and immediately abut the Legal Road on the seaward side except for small portions of specific Reserves such as the DoC managed area at Red Rocks. Obviously parcels have varied over the year with tidal action.
The public has a statutory right of access to the common marine and coastal area whilst the legal road is managed under the Transport Act, not the Reserves Act. 4WD access to the track is limited on Sundays (9am - 6pm, but not otherwise.
Council has stated that the DCRMP is a consultation under the Reserves Act.
It is clear that the Reserves Act does not provide any powers to manage or alter the status of legally gazetted roads. Different legislation applies. On that basis much of the proposed restrictions or limitations on access to the legal road fall away and should be removed from the DCRMP.
DCRMP DEVELOPMENT
The differing views on some topics as discerned through the Draft Engagement have unfortunately not been reflected in the DCRMP. Only views adverse to 4WD use have been given, despite the draft engagement including the view that the present position should remain as is. The Draft Engagement states:
"4WD access and management:
Concerns include environmental damage and safety issues. Suggestions: restrict or ban access, reduce hours, close gates, better enforcement, permits, and controlled entry points, ensuring access for bach owners and emergency services. Others say leave as is."

This balance is not reflected in the DCRMP which focusses purely on closures based on potential, non-specific, adverse effects.

Interestingly in the Snapshot published on your web site, the comment seeking restricted access got 2 "Likes" while the comment about continued 4WD access gained 3 "Likes": If anything, this suggests the status quo is appropriate.
The current DCRMP contains little tangible information, and some key assertions are now agreed by Council as not accurate, and seemingly more of a guess than real data, for example the 90% figure of visitors access on foot on page 63 is not supportable by any Council information and is now has been described as "likely to be approximately 80 – 95%". It is unclear what the data is based on and frankly we suspect it is largely unsupportable. Recent CCVC data supports a 60 % value, but samples are limited. In any event it is unreasonable to restrict vehicles unless significant adverse effects are present. Is it not more important to protect the rights of all users including the (significant) minority against anecdotal information?
To the Clubs knowledge there have been no complaints to Council or Police about specific 4WD vehicle use (for example citing a Registration Plate) that have led to prosecution actions by authorities. Certainly, Council cannot provide any such data.

PROPOSED MANAGEMENT APPROACH P.64
It is unclear how "recreation" and "conservation" can be managed by adopting changes to vehicle access, given that other access will remain via bike, and walking. Access via 4WD is certainly "Recreation" and is not inherently contradictory to conservation and, as identified by Club activities above, can be complementary.
Certainly, as in any activity, in any location, irresponsible use can be detrimental, but there are realistically few opportunities for adverse actions affecting Council reserve lands (as given in the Table on P.68).
"Restricting vehicle access during "high risk" periods". This is a bit of a grab bag of excuses which cannot be logically sustained and are typically not a Council responsibility. The Club disagrees with this provision and comments of the "grab bag" of examples". Council does not have the expertise to second guess or use different interpretations of other authorities.
Prohibited Fire Seasons – All fires are already prohibited (Council notice), Why just 4WD?
Swell Events – Prediction is typically worst case and overly cautious. Council's role should be limited to information at appropriate times. Why just 4WD?
Biosecurity outbreaks – These are not a Council responsibility, but why for 4WD only and not general access, and why on the coast? Any restrictions should be across the city.
Protecting Public Safety and the environment – these are far to loose to be formally adopted. What is the Public Safety Risk? – it's not identified in the DCRMP!
"Managing vehicle access through seasonal and time-based restrictions".
Enhancing Safety of whom?
Anti-Social behaviour – What is this?
Poaching – This is not a Council responsibility and MPI do periodic enforcement of their Regulations.
Fires – Already prohibited
Freedom Camping – Already prohibited
The Club supports monitoring vehicle access impacts as it is a pre-requisite to considering potential responses. The DCRMP seems to support significant vehicle restrictions BEFORE monitoring of use and potential impacts. This is reverse logic.
There are baches well beyond Devils Gate. Are these simply ignored?
D) historic coastal walkway – This does not require any action on land within the scope of the Draft Plan. There is ample scope for walking along the legal road an adjacent beach. If such a walkway is established some signage could be considered.
DCRMP OMISSIONS
The DCRMP does not mention "dirt bikes" which are capable of faster speeds that a 4WD, are noisier and can pass

close to walkers.
The Club supports signage (presently none) about dirt bikes using the legal road, covering warrant/registration/licences and speeds to inform and educate users, and assist any Police enforcement. (can be done without DCRMP finality).
A further significant omission is the management of wild animals. Smaller animals can be managed by continual trapping as CCVC has undertaken for the last 6 years, but larger pigs, goats etc can cause significant destruction of regenerating vegetation. CCVC acknowledge it may not be a simple issue but agreements with landowners should enable shooting on a regular basis (with or without the DCRMP!)
While the plan does discuss MaorI heritage it fails to deal with the WWII heritage at Sinclair Head on Council land which has a specific Historic Reserve status
SPECIFIC CHANGES
There are differing views on 4WD use along the coastal strip. The draft engagement stated “Concerns include environmental damage and safety issues. Suggestions: restrict or ban access, reduce hours, close gates, better enforcement, permits, and controlled entry points, ensuring access for bach owners and emergency services. Others say leave as is”.
This needs to reflected in the DCRMP.
P 64 Management approach
This section takes a regulation and control perspective and does not recognise that ongoing education and enforcement should be the first approach.
As an example, concerns about vehicle speeds (as a road a limit of 50 km is applicable) are better managed by (using appropriate process under the Transport Act) defining a speed limit (the Club recognises that 30 kmph may be suitable), providing appropriate signage and enforcement.
However, walkers also need to recognise that they are generally using a legal road and should not impede vehicles by walking in the middle of the track in presence of vehicles (they don’t do it at Oriental Bay!).
Use guidelines similar to those of the NZ4WDA could be promoted.
Whilst it is unclear what form Council adoption may take the Club proposes changes to the published draft as follows
P 9 Delete the words “unformed legal road” from the second paragraph. (ULR should be managed under the Walking Access Commission guidelines and cannot be managed under the Reserves Act).
Fix the reference to Appendix C or make one up. Not clear what is referred to!
Delete the second sentence of Note 3
P 62 Under the Coastal Route
Add text such as “The route continues to be an important part of access for recreation, fishing, diving and conservation activities using both 4WD and foot access (typically for short walks).
P 63 Amend the last paragraph to read “Better management of any adverse effects of 4WD use is important ..... These changes recognise it is not 4WD use per se, but any adverse effects they may have that are the concern. CCVC has successfully managed access and conservation for decades.
P63 Delete the sentence about 90% of visitors. (Council agrees it is likely wrong and if it is based on a ratio of 4WD to walkers then it needs to recognise that many 4WD carry more than just the driver. A recent sample by the Club suggests a visitor ratio of 40/60%, but better to delete as no long term data is available).
Delete the current last sentence in paragraph 2. (It is unsubstantiated – what are the “public calls” and by who?). Add two new sentences, one with the privately expressed views of mana whenua, and one with the balance from the public engagement, such as “The public engagement identified concerns with 4WD use (safety, antisocial activity, poaching) as well as the desirability of leaving present access without changes.
Delete the words at the beginning of the last paragraph “Better vehicle management is important and replace with “Better information on usage and any adverse effects is important so as ....to balance etc
P 64
Management approach Delete text under a), I, iii, and A and B and insert:
a) Manage any adverse effects of 4WD use of the Unformed Legal Road (ULR) (add this to glossary) to balance access for recreation and conservation by:
i) Use of the Herenga ā Nuku Aotearoa, the Outdoor Access Commission, guidelines on ULR;
ii) Improving signage to cover speed limits and use of “dirt bikes” on portions of ULR;
iii) Gathering information on usage and any potential adverse effects;
iv) Promoting and cooperating in enforcement of current restrictions by appropriate authorities including:
a. Driving on legal road by Police (Licences, Registration, Warrants, RUC);
b. Potential fisheries violations by MPI (Fisheries);
c. Fires, freedom camping, dogs on leashes, by WCC Rangers.
P.66 Nature first approach to resilience
Delete the entire sentence “Te Kopahou coastline is also classified as a hire fire risk area ....” There is no published classification system of land types for fire risk on FENZ, WCC, or WRC web sites that identifies this “classification” and the sentence should be therefore deleted. A replacement could be similar to “Fires on coastal escarpments throughout Wellington, including in the Te Kopahou reserve, are difficult to fight because of access and the types of vegetation present”
Management Approach
Section a) is vague. It is unclear who is creating what plan and how user interests are included. Recommend rewording to clarify. . The last sentence should be deleted as it pre-judges any plan, and is unclear to whom it applies. The “FENZ guidelines” do not appear evident on searching their web site.
Council will (or should) be aware that the FENZ wildfire reports do not indicate that 4WD (or vehicle) use is a significant contributor to wildfires. Restriction on 4WD use on wildfire grounds are therefore difficult to support.
Section b) should include Police as they are the immediate land response agency.
Add sentence “Maintenance of effective 4WD access to the coastal area is an important part of emergency access.
Section c) Delete entirely. It is inconsistent with access desired in Section b) and suggests beach driving is a preferable long term outcome. This is incorrect as effective public access over a formed (roughly) formed route tends to contain both walkers and motorised use away from regenerating or vegetated areas.

P 67 Action Table
Action3 Delete and replace with “Manage the ULR and coastal track in accordance with the guidelines of the Walking Access Commission”
The legal road has existed for decades without undue management difficulty. See other comments for fire issues.
Action 5 Delete and replace with “Gather information on usage of the ULR and coastal track, along with any adverse effects, as a basis for future policy changes”
Given there are no identified complaints (i.e. with Registration numbers) warranting further action a permit system is unwarranted.
Action 7 Delete. Council should support all recreational access modes, and not discriminate against 4WD access in this area as it is one of the few such places available. There are abundant exclusive areas available where walkers and dog exercise can be undertaken.
It is inappropriate to expect 4WD access through a Reserve to substitute for users present legal rights. Council should use the ULR access protocols if changes are justified.
How do closures improve safety (whose safety?)
Substantive data should be gathered first before “random” closures
Action 9 – Delete as a Council action. Replace with “Council may alter the reserve name if the formal name of the Trig point is amended”. The public and indeed Council is unable to judge the suggestion from mana whenua. The reserve takes its name from the longstanding Trig point name and if a name change is justified it should be first by a name change to the Trig point (initiated by mana whenua as the party who think it may be incorrect, to the Geographic Board) and Council can then follow with consequent actions.
Add new Action – “Cooperate with adjoining landowners to cull wild animals to reduce their adverse effects on regenerating vegetation”

EXCERPTS from the Draft Engagement and comments

Coastal road: Balance recreation access
and environmental preservation. Mixed
opinions on where the road should
be maintained, and others suggested
removing legal status of the road.

In balancing recreation access (Value 2 of the draft plan) against environmental protection, it is not clear what is unbalanced under the present position. Improvements should be through education and enforcement, not regulatory changes which cannot be effected be the present consultation.

Safety: Concerns about safety and
anti-social behaviour. Suggestions:
emergency call boxes, low-impact
lighting,, and better monitoring.
Whilst the behaviour and safety issues are not explicit, the suggestions clearly cover options which may be applicable in “urban” areas, but are clearly totally impractical in the coastal track area. On that basis they are more likely to be related to the car parking area at the Visitor Centre, not the coastal track.
Poaching: Concerns about
illegal poaching disrupting
marine biodiversity. Suggestions:
stricter monitoring, harsher
penalties, surveillance, and
educational programmes
Poaching is, of course, not a responsibility of Council as legislation gives such powers to MPI/Fisheries. Council may wish to assist by installing MPI signage but it is not a primary Council function. The suggestions will (or have) no doubt been passed onto MPI.

EXTRACTS and comments
Council has also provided copies of other comments received at some stage and it is worthwhile to comments on these.
The amount of 4wd traffic to red rocks on Saturdays. There is a chat group on which huge numbers organise convoys it makes it impossible for walkers to enjoy on Saturdays. I agree with letting the Track revert to beach and not maintaining.
Everybody has to organise their own priorities, but if a walker wants exclusive access they prioritise their activities and go on Sundays. However, many are clearly not concerned and choose to walk on Saturdays. Organised groups are perhaps a dozen vehicles are generally pass others in perhaps a 5 – 10 minute period.
Ideally limit vehicle access before this, but at a minimum block everyone but people on foot from going past Devil's Gate into the seal colony area. It's not only dangerous (and crazy when we're talking about 4WDs in an area with endangered sealife) but people should be free to enjoy that area and the seals undisturbed.
Seals (Kokeno) are typically on the rocks, occasionally on the shingle and almost never near the vehicle track. There is no conflict! The term endangered is not appropriate as populations are recovering (DoC).
Restrict vehicle access or manage it better. Even if its just flipping the current setup of locking the gate one day a week to only having it unlocked one day a week. Vehicles are so damaging to the flora and fauna there, not to mention a nuisance to people who just want to enjoy a coastal walk without diesel fumes, having stones flicked up at them by aggressive drivers and having to jump out of the way every time a vehicle wants to get through. A walk along the coast should be pleasant and enjoyable, not like a walk down Lambton Quay.
Walkers have exclusive access on Sundays! Comments on diesel fumes and kicked up stones are simply wrong, but folk can walk away from the road!
Vehicle speed an issue

Enforce requirements that motor vehicle stay on "road" and do NOT go on "beaches"
4WD speeds are within legal limits. See below.
To many cars on the road on red rock beach
The flora and fauna at Tongue Point has been severely degraded by the intensity of 4WD and motorbike movements through the area.
Outside scope of DCRMP
Recommend stopping vehicles at Karori Stream so walkers can enjoy the area without vehicles.
Unclear. Few walkers go beyond Karori Stream.
4wds too fast and too rude - keep the gate shut
Strictly it is a 50 kph area.
Considerable damage has been caused at the Waiariki Stream mouth by uncontrolled 4WDs. The loss of top soil has created significant scarring and erosion.
Recommend stopping vehicles from accessing this area in the future.
Area is either legal road or private land and out of scope, but Council could coordinate an improvement with the landowner (with or without the DCRMP).
Restrict more the vehicle access on the coast (especially motorbikes). Car access is fine, but not for driving fast - it is a shared path. It is annoying to have these guys driving fast, throwing rocks everywhere, and dust especially when it's windy. Or educate a bit more people, with more rangers controlling the access and the track during rush hours. Also control the access to dog owners, with mandatory leash. Dogs running everywhere and chasing birds have nothing to do in coastal reserves.
Typical vehicle speeds do not “throw rocks everywhere”. It is also a Legal (50 kph) Road. Dogs are currently required to be on leash. Not a 4WD issue.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 62

Contribution ID: 36734
Member ID:
Date Submitted: Aug 04, 2025, 10:56 AM

Q1 **Name**
Short Text: Robert Westaway

Q2 **Suburb**
Select Box: Kelburn

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

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Long Text

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Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 63

Contribution ID: 36733
Member ID:
Date Submitted: Aug 04, 2025, 10:39 AM

Q1 **Name**

Short Text: LeilaniSio

Q2 **Suburb**

Select Box: Wellington Central

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: WCC is actioning rather than talking about, how to honour Te Tiriti. This is the simplest and most practical way to do it. It's not rocket science, and it goes beyond superficial flexing. I encourage WCC to continue to take more pragmatic action in strengthening relationships with Mana Whenua, be the role model that this city and nation needs to show that our future is hopeful, and we are united in our vision.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: We need to continue updating our infrastructure, as our people absolutely love being in the outdoors. We are city embraced by the sea and our proximity to nature should not be taken for granted. It is good to see WCC in action, rather than councillors spending their time having toxic conversations with and about each other. You are elected into the positions you hold, and some of you have been there for an incredibly long amount of time with nothing to show for it. In terms of how has our city developed, grown and benefitted from your years of service?

This also increases our appeal to international visitors, it shows that we care about something other than ourselves, and that we care about the legacy of our environment, as it should be as shown to us by our indigenous people.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

WCC needs to put more pressure on central government to fund monitoring of our marine ecolife i.e. poaching in Tapu Te Ranga, and the coast period.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Sustaining the coast as a storehouse - Central government funding to employ more people to monitor poaching of our marine life in and outside of reserves.

Enhancing litter management - This includes more regular emptying of overflowing rubbish bins, fines for dog owners who do not dispose of their dog poop bags responsibly, FINE for people who litter on the coast period. There is far too much rubbish on our local seashores, and it can all be prevented.

SERIOUS FINES for littering on the spot, improper disposal of litter.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Sea-level rising is a fact that we must absolutely prepare and be prepared for

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

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Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 64

Contribution ID: 36732
Member ID:
Date Submitted: Aug 04, 2025, 10:33 AM

Q1 **Name**
Short Text: Mark Vonveh

Q2 **Suburb**
Select Box: Strathmore Park

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

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Long Text

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Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Thank you for providing the opportunity to offer feedback about this commendable coastal management plan. The only aspect that I wish to raise is that it does not deal with the impacts and threats associated with overhead powerlines that cross the reserve land.

Although the number of such lines is limited they compromise the coastal landscape and detract from the coastal experience (Value 3, Pathway 3.1). They are also incompatible with Maori cultural connections to the coast (Pathway 3.3).

Action 3 for Value 3 should therefore include a plan to identify and remove any overhead powerlines crossing the reserve land through undergrounding.

In relation to managing the threat and impact of wildfires (Value 5, Pathway 5.3) the contribution of power line failures to fire risk should be included. This threat is set to grow with the projected increase in extreme wind gusts and long dry periods associated with climate change. Many instances of wildland fires attributed to power line

failures under extreme wind conditions have been reported in recent history (e.g. Black Saturday Fires 2009 Australia, Thomas Fire 2017 and Camp Fire 2018 California, , Lahaina Fire 2023 Hawaii).

An action to assess fire risk from powerlines where they cross reserve land containing forest or scrub ecosystems and to undertake undergrounding where appropriate should be included in Value 5 and the sector actions.

My motivation for making this submission is in part because I live in [redacted] Strathmore Park (Rangitatau sector) which borders reserve land forest with powerlines. The neighbourhood has some of the strongest wind gusts in the Wellington region. Many properties here adjoin the forest land and are at high risk from wildfires.

Thank you,

Mark von Veh (Dr)

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 65

Contribution ID: 36729
Member ID:
Date Submitted: Aug 04, 2025, 10:29 AM

Q1 **Name**

Short Text: Kenneth David Gordon Mackenzie

Q2 **Suburb**

Select Box: Newtown

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: This is an appropriate way of proceeding.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: It is important for the specific status for each area to be identified and regulated.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: One thing should be added here. The coast does not exist to be a "place of character". It is an important environmental area. That ought to be the priority. I advise against anything that interferes with the connection between sea and land.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text All for this. It is at the heart of my support for the project.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Working with nature sounds good, not against it. Mitigate flooding by withdrawing, not by building.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

No vehicle access to beaches anywhere at any time, except where there are designated boat ramps.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 66

Contribution ID: 36728
Member ID:
Date Submitted: Aug 04, 2025, 10:29 AM

Q1 **Name**
Short Text: Ōwhiro Bay Residents Association

Q2 **Suburb**
Select Box: Owhiro Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**
Short Text: Ōwhiro Bay Residents Association

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number: 0

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text 1.2 Access to the coast for recreation and enjoyment

Specific issues:

Management approach: Manage vehicle Access on the unformed coastal route to balance recreation and conservation by:

 We support restricting vehicle access during high-risk periods eg high fire risk.

 We support Sunday and public holiday gate closures to reduce peak time traffic, protect the environment and support non-vehicle recreation.

 We support nighttime gate closures to enhance safety and deter antisocial behaviour, including poaching, fires, and unauthorised freedom camping.

 We support investigation of a permit system for four-wheel drive access but note:

o As earlier in our submission we are concerned about the enforcement of any kind of permit system.

o Questions remain about the effectiveness of a permit system and whether the permit would apply to an individual driver or to each vehicle.

 We support the vision of an historic coastal walkway from the Te Kopahou Visitor Centre to Mākara along the historic route once walked by Te Rauparaha.

 We support the identified actions to maintain Te Kopahou Visitor Centre as a significant coastal area and gateway to the wild southwest.

 We have reservations about the proposal to enable responsible freedom camping at the Te Kopahou Visitor Centre Carpark. Our concerns are largely around Council capability to enforce any restrictions imposed on freedom campers such as the requirement to be self-contained, requirements to not litter/foul, limited stay nights and the number of people present at the freedom camping site.

Section 1.3 Protection and restoration of coastal ecosystems.

 We support the management approach detailed in points a, b, c, d, e, and f.

 We fully support efforts to deter poaching along the coast, however:

o We are uncertain about the ways in which WCC currently supports MPI in this work, as documented in the Plan.

o We do not understand the mechanisms WCC has to support MPI in this work.

o We are concerned about the available and applicable enforcement mechanisms Council has to hand.

 Would like to see this section of the Plan provide detail for improved and enhanced dog control, supported by the fining and prosecution of dog owners who continue to flout dog control laws.

Section 1.4 Nature-first approach to resilience.

 We support the management approach points a and b in this section.

 We have questions about point c. Specifically:

o Clearing slips only where necessary to keep 4WD access feasible.

 Does this mean for recreational 4WD or for emergency vehicles?

o No reforming washed out sections, allowing those areas to transition to beach driving where possible.

 We are concerned about the public safety aspects of moving vehicles from the unformed road to the beach. We think this makes pedestrians unsafe as they may not be highly visible to

vehicle drivers. We have witnessed beach driving at speeds that would make this a very unsafe practice.

 It is unclear to us what the intent of this piece of the Plan. If the intention is to increasingly stop 4WD vehicle access to the unformed road, and we would support that move, then the Plan should be explicit in that statement.

o The Plan notes that riprap or erosion protection won't be reinstated, enabling natural processes to shape the road.

 We are seeking confirmation that this management approach only applies to the unformed road and the riprap and erosion protection elsewhere in Ōwhiro Bay won't be impacted by this decision.

o We note that existing funding to cover delivery is available as per item 7 in the action table.

o We further note this item has a short time frame for delivery.

Te Kopahou Cost and Coastal Route | Action table

We note item 3 in the action table: Investigate reclassifying the coastal road as a reserve under the Reserve Act, enabling improved management and targeted closures during high-fire risk periods.

We have the following questions:

 What are the implications of reclassifying the coastal road as a reserve?

 Does this give Council more tools to act and protect the area?

 We note this work requires new funding and has a 5 to 7 year time frame.

o Can you provide more details of your intention to make this application?

o Can you confirm whether the application would be for a scenic, recreation or historic reserve and why?

 We support the intention to rename Te Kopahou to Te Kapohou in partnership with mana whenua.

 Generally, we are pleased to see a number of items in this action table with existing funding to cover delivery.

Q21 Please provide your comments on Taputeranga | Southern Bays.

Long Text Section 2.2 Access to the coast for recreation and enjoyment

We generally support the items outlined in the Management Approach to manage Island Bay as a primary coastal area and visitor destination. Our neighbours in Island Bay are better placed to represent the views of their community on these issues.

We would note point e: Manage designated off-leash dog areas at Houghton Bay Beach and Island Bay Beach to balance recreational needs with habitat protection and other recreational uses.

 Dog control is a significant issue in Ōwhiro Bay with dogs off lead a problem for many. We have pasted below two photos taken from our trail camera at one of the monitored penguin nest box sites which shows two off lead dogs at the penguin boxes.

Section 2.3 Protection and restoration of coastal ecosystems

Ōwhiro Bay and shore platform and Ōwhiro Stream are referenced in the Plan. However, the Plan makes no reference to the pollution in Ōwhiro Stream nor any efforts to manage/enforce resource consents designed to mitigate pollution issues. We would note in the management approach (item d) that there is specific reference to Houghton Bay. It is our view that Ōwhiro Bay should be similarly referenced and treated.

We want to specifically reference the grading that has been done in Ōwhiro Bay in line with the recommendations of the Dr Shaw Mead report which followed the weather event of April 2020. We note the Plan erroneously describes this event as 2019. Council has not "regularly reshaped the sand". Rather there have been three beach gradings undertaken since the 2020 event, as recommended by Dr Mead. We are unaware of any further or ongoing intention for beach grading in Ōwhiro Bay and would hope to discuss this with Council more fully.

We note in the Taputeranga Southern Bay | Action table item 7: Investigate opportunities to enhance coastal resilience at Ōwhiro Bay through coastal vegetation buffering, building on current beach management efforts and monitoring data. Existing funding – medium time frame. We do not believe there is sufficient detail in this item to be able to comment further.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text This submission is focussed on the areas of the Coastal Reserves Management Plan focussed on Ōwhiro Bay and the broader Te Kopahou Reserve.

We would like to thank Council officials for the work they have done to develop this plan and the community consultation they have undertaken across this process.

General comments:

There is concern within our community which echoes the concerns articulated in the plan about the environmental impacts of four-wheel drive vehicles, general safety issues, antisocial behaviour, and illegal poaching operations. We support calls for stricter management, including vehicle restrictions, permits and nighttime closures.

We would further note the plan indicates around 90% of visitors to the unformed road are travelling by foot. We understand that, while Council officers have some caution about the accuracy of this figure, they believe more than 85% of visitors to the area travel on foot. These pedestrians must be given priority in this plan and their safety must

be protected.

As with other areas of the Plan, we are concerned that issues of enforcement are not covered in sufficient detail to give us confidence that WCC will apply the necessary resources to ensure effective enforcement. We want to be very clear that this statement is not a criticism of Council staff, particularly not of our Park Ranger Tom Mayo. It is reflective of a concern that the Council isn't availing itself of the mitigations it has to give effective implementation to the Plan.

We support the emphasis on pedestrian and cyclist safety, traffic calming, and low speed environment but would also note the need to access points at The Esplanade and Happy Valley Road. We would like to see a shared pedestrian cycle path on Happy Valley Road to connect with the Reserve and the Te Aranui o Pōneke (Great Harbour Way) coastal pathway to provide a seamless and safe route for recreational users.

Finally, we note that while outside the scope of this plan, the proposed bus depot in Landfill Road and increased waste truck operations, conflict with the Plan's core values - in particular environmental protection and community enjoyment.

Conclusion:

The comments above are made on the basis there may be further refinement to the Plan in those affected parts. We consider this document provides broad scope to make submissions on the issues canvassed above.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 67

Contribution ID: 36725
Member ID:
Date Submitted: Aug 04, 2025, 10:18 AM

Q1 **Name**

Short Text: Chelsea

Q2 **Suburb**

Select Box: Te Aro

Q3 **Email**

Email:

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Strongly support nature based solutions to sea level rise. Creating new reserve land as needed, prioritizing nature and public good over private interests.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Strongly support enabling safe paths for recreation including walking, running and biking.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 68

Contribution ID: 36724
Member ID:
Date Submitted: Aug 04, 2025, 10:17 AM

Q1 **Name**

Short Text: Greg Thomas and David Sweeting

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Thank you for the opportunity to submit on Wellington City Council's Draft Coastal Reserves Management Plan (2025). This submission focuses on ensuring the Plan explicitly protects, recognises and safely enables access for wind-water sports (windsurfing, wingfoiling and kitesurfing) on the South Coast — in particular Lyall Bay.
Wellington windsports including, windsurfing, kiting and wingfoiling, are one of the strongest in the Southern Hemisphere due to the City's frequent and consistent strong winds combined with unrestricted access to the coast. It is one of the key reasons people choose to live and play in Wellington.
Greg Thomas has surfed, windsurfed and wingfoiled in Wellington for around 30 years and it is one of the reasons I choose to live in Wellington. I also used to work for Wellington Airport so am very familiar with many of the coastal issues and road protection that is required. David Sweeting is an experienced windsurfer, kiter and wingfoiler both locally and overseas.
It is worth noting while this submission has two signatories from the windsports community there are hundreds of others who would agree with this. But as it is not a club as such, and just individuals who enjoy a recreational sport (like cycling or walking) and people are busy living their lives, it is hard to get everyone to adequately engage with the 100+ page documents and know how to submit. We are confident that most of the windsports community would however be behind this submission.
Importance of Lyall Bay for wind based water sports
Lyall Bay is an extremely popular 'windsurfing' location and is the only easily accessible wave sailing location in central Wellington. Characteristics of the Bay that make it a regionally and nationally recognised for windsurfing

location include:
- Exposure of the beach to strong southerly swells and southerly and northerly winds.
- The pitching nature of the wave providing high jumps and challenging wave riding
- The deep bay holds waves up for longer and smooths out choppy swell
- The curved shape of the beach, which allows sailors to easily penetrate the shore break, even during onshore winds
- Good parking, especially during winter southerlies, and grassy rigging areas adjacent to the western toilet block.
Wind sports enthusiasts can use Lyall Bay 80 to 180 days a year. Some photos taken at Lyall Bay are shown below.

Photos by Richard De Groen

In addition to windsurfing, wingfoiling and kiting, Lyall Bay is also the most popular beach in Wellington for surfing, paddle boarding and hosts both the Lyall Bay and Maranui Surf Life Saving Clubs. The surf clubs regularly host carnivals along with weekend club sessions. While this submission is from us in relation to wind based water sports, it is as relevant for the other thousands of recreational users of the Bay.

Wellington City
Wellington has also been previously rated as the most liveable city in the World by Deutsche Bank twice. The rankings look at purchasing power, safety, health care, cost of living, property price to income ratios, traffic commutes and pollution.
Wellington's promotional website (www.wellingtonnz.com) has previously described the city's as:
Our sparkling harbour is popular for getting on, under and next to. You may be surprised at the number of golden sand beaches close to the city. In summer Wellingtonians flock to Scorching Bay, Island Bay, Days Bay and Oriental Bay (just a short walk from the waterfront), but there are many other smaller, secluded beaches dotted around the coastline.
Watersports of all kinds, from surfing, windsurfing and kitesurfing to kayaking, scuba diving and more are all easily accessible.
Boaties can enjoy sailing, fishing or cruising from one of the four marinas on the harbour, or the many boatramps around the harbour and southern coast.
It has then described some of the key beaches and bays, including Lyall Bay:
Located on the south coast, just 10 minutes drive from the city, Lyall Bay beach is Wellington's most popular surf beach. Although great for surfing, it's still a safe beach for swimming and is patrolled by lifeguards during summer. It's also the best place to watch windsurfers and kitesurfers make the most of the wind that sometimes breezes through Wellington. You'll find a range of tasty cafes, including the Maranui Cafe, and one of Wellington's flagship vegetatian cafes, The Botanist.
Wind based water sports are highly visible, year round activities that contribute to the vibrancy and identity of Lyall Bay and Wellington's wider coastal culture. These users support local businesses (cafés, surf/wind shops, schools and instructors) and activate the beach outside traditional peak swimming periods.
The points above are all made to show that is important for the vibrancy and recreational enjoyment of the city that safe and easy access for windsports is enabled by Tātou ki Uta at:
1. Lyall Bay
2. Evans Bay – accessed at Shark Bay or Kio Bay
3. Worser Bay
4. Seatoun – accessed at Hector St
5. Dorrie Leslie Park

With the context and background above, we would like to submit:

1. Better recognise windsports in the plan especially at Lyall Bay
The plan refers to surfing a lot, but let's not forget Wellington is the windiest capital in the world and there are many great spots for wingfoiling, windsurfing and kiting. Wingfoiling is one of the fastest growing wind watersports in the world. There are a significant number of windsports users across all the disciplines. The map in the plan does not show these and good spots around wellington harbour include:

- Evans Bay – best accessed from Shark Bay but also Kio Bay opposite
- Worser Bay
- Seatoun Beach – best accessed from Hector Street
- Lyall Bay
- Dorrie Leslie Park access to Lyall Bay
It is arguable that Wellington is a better wind water sport location than it is a surfing location and it is recommended in general windsports are better represented within the plan
For Lyall Bay in particular, Management approach 3.2b looks to recognise and support Lyall Bay as a key surfing destination and this is good, but it therefore elevates surfing over other equally important water sports which combined have a significant number of users including windsurfing, wingfoiling, kite surfing etc.
Submission Request:
• Change approach 3.2b to say: "Support Lyall Bay as a key surfing and windsports destination by maintaining appropriate facilities at both ends of the beach, supporting surf lifesaving clubs, and ensuring continued safe access to the beach.

2. Strengthen the Recognition of Windsports Access Area at Lyall Bay
The 2002 South Coast Management Plan explicitly recognised the western corner of Lyall Bay as a dedicated windsurfing access location. The Draft Plan (2025) does not have that mentioned quite as clearly.
So we support the inclusion in Section 3.2g of the Draft Plan that commits to:

"Continuing to support windsurfing and kite surfing access at the western end of Lyall Bay Beach."
This recognition is welcome and should be retained but with some enhancements in the request below.
Windsurfing, wingfoiling, and kitesurfing are equally prominent and iconic activities at Lyall Bay. They ideally require purpose-designed rigging and launching infrastructure, especially in Wellington's strong wind conditions. I ask that the plan adopts a consistent level of recognition and support for windsports at Lyall Bay, but also other spots like Worser Bay and Evans Bay.
In strong Wellington winds, it is unsafe to rig windsurfing and wingfoiling equipment on the open beach — gear can be blown away, damaged, or injure people. Equally, setting up on footpaths or berms obstructs pedestrians and traffic. Safe, purpose-appropriate access and set-up space (as historically identified in the 2002 Plan) is essential.
Setting up windsurf sails, wings and foils on the footpath isn't ideal as wind can blow them over and they also protrude into the walkway and someone could walk into them. Equally blowing up a wing on the footpath isn't ideal for all the obvious reasons. Simiarly trying to blow this up on the sand in 25kts wind means it could either blow away and/or get damaged. These are not like kites that are able to rest on the beach – these hand held winds fly around and need to be weighted down.

Submission Request:
• Ensure that wind-powered watersports are given the same level of recognition, facility support, and structured access planning as surfing under Section 3.2(b).
• Support the draft plans inclusion in the management plan for Lyall Bay 3.2g: "Continuing to support windsurfing and kite surfing access at the western end of Lyall Bay Beach." But amend this slightly to say "Continue to support wind based water sports access at the western end of Lyall Bay beach by providing grassy rigging areas where possible and adequate space for users to safely set up and de-install their gear."
• Reinstate an explicitly mapped and protected wind sports access / rigging / launching area for Lyall Bay (as in the 2002 Plan).
• Improve the rigging area by removing obstacles (including some of the current poles and ropes in front of the dunes) and creating a better walkway that could also protect the dunes.
• Make it easier to access the rigging area by having a better gap between the car barrier and the grass and/or some cut aways in the wall so it does not have to be climbed over every time.
• Consult with all wind sports groups over the current poles that create multiple hazards. It will be easy to come up with a workable solution for all given the intention is a light touch barrier to prevent people walking on them outside of designated access to the footpath.

3. Recognise other areas which are well used windsports locations
As mentioned previously there are other locations where windsports access should be recognised and is needed. There does not necessarily need to be any additional enhancements to the areas, but it is important that current access remains and further obstacles are not created.

Request
Recognise the following locations:
Worser Bay – an excellent location to park and rig up on the grass and walk down to the beach. Well sheltered from the wind in that spot.
Seatoun Beach – best accessed from Hector Street where there is parking some grassy area already.
Evans Bay – best accessed from Shark Bay but also Kio Bay opposite. Shark Bay has good parking and stairs down to the sheltered beach, the railings installed there are too high and making taking gear down difficult, but its manageable. Parking at Kio Bay was removed, but this used to be a good area from the city side to rig up in a sheltered spot and then go straight into the windline.
Lyall Bay – as covered above
Dorrie Leslie Park access to Lyall Bay - When the Southerly swells are significant, launching from Dorrie Leslie park is very handy as it is protected from the swell and also not too far out to sea, making it easy to get back to.
4. Alignment with Draft Plan Values
The requests above should all align squarely with the Draft Plan's values and pathways, including:
• Whai wāhi – equitable access to the coast for recreation and enjoyment.
• Kanorau / Diverse – supporting a wide range of recreational activities.
• Pāhekohekotanga / Integrated – balancing multiple users with smart design and management.

Ngā mihi nui,

Greg Thomas and David Sweeting

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 69

Contribution ID: 36723
Member ID:
Date Submitted: Aug 04, 2025, 10:09 AM

Q1 **Name**

Short Text: Jane Thomassen

Q2 **Suburb**

Select Box: Hataitai

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: I do not know much about this, but have recently attended events at Evans Bay Yacht and Motor Boat Club (EBYMBC) in the lead up to the Matariki festival and found the history of Evans Bay and Wellington from a Maori perspective interesting and I am happy for the integration of Te Reo

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I strongly support the value and specifically water access and recreation, being a keen sailor and a member of EBYMC for over 30 years (including being a past Commodore of the Club). I do, however, have some concerns regarding some of the plans outlined to achieve this value and have outlined these later in this submission.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: Our harbour needs to be protected - it is what makes Wellington. I would like it noted that there is over 100 years of history based around EBYMBC (which was established in 1919). This history has not been recognised in the plan which is an omission in my view. For example the EBYMBC Clubhouse was used by TEAL as its terminal before it moved to Cog Park.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text It is always amazing to see wildlife in and around the harbour. With respect to litter management, I support investigation into public litter collection tools including recycling and note that I am not aware of any around the wharves and boat ramps (specifically thinking of Evans Bay). There are probably facilities around the motorhome area, but these are not easily accessible to ramp and wharf users.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Understanding potential implications of sea-level rise is critical to knowing how best to protect facilities such as EBYMBC particularly as areas of the ground leased by the Club from the Council are already prone to tidal/storm flooding.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Section 7.1 talks about pockets of open space and key sites and stories of significance yet it makes no mention that the space between the Club's start box and the EB marina is all open to the public and indeed includes two public jetties/launching ramps. Nor does it note that EBYMBC has had a clubhouse in the Bay for more than 100 years, which was also the terminal for TEAL prior to it moving to Cog Park, which is recognised. The Club's history was well documented as part of its Centennial celebrations in 2019 and should be recognised.

Section 7.2 references access to the coast for recreation and enjoyment including large-scale events and community gatherings. EBYMBC's recent Matariki regatta is a great example of such a multi-cultural event which would not have been possible without on-road parking given the 'open spaces' were all needed for their intended use of boat rigging and launching. The proposed cycle way extension along Evans Bay Parade will remove all on-street parking and make such events logistically challenging at best. While the Matariki regatta is an annual event for which 'special arrangements' may be possible, the loss of street parking around the Club will impact regular activities at the Club which occur all year round. People come from all over the Wellington region to enjoy the Club's facilities and need to bring gear (including boats) and equipment with them. The removal of all street parking near the Club needs to be reconsidered if its facilities are to remain accessible. The concerns about the planned cycle way being in direct conflict with providing access to the water due to the removal of available parking are not new and have been the topics of previous submissions to the Council.

Section 7.2b references managing the EB Marina precinct (marina, boat ramp, car park and yacht club) as a multi-user water sports hub, ensuring future lease arrangements support a range of community activities including waka ama, sailing and other recreation groups. The plan does not recognise that EBYMBC has already established such a hub through the provision of affiliate memberships for other water sport organisations including Wakas, Kayaks, Paddleboards, Sailing for the Disabled, Fishing, Secondary School and University sailing programmes. These affiliations provide their members with easy access to the water along with boat storage and maintenance facilities. It is not clear what is intended by 'Manage the Evans Bay Marina Precinct as a multi-user water sports hub'. There is no need to change the current arrangements which are working well for all groups, and any additional management by the Council (costs) would not provide any additional benefit. As a past Commodore of the Club and a current member of the Management Committee, I know that the Club is open to continuing to work with WCC on this basis and ensure that future lease arrangements are appropriate.

Section 7.2c references plans to upgrade to the EB Boat Ramp to make it easier to use at all times of the day. This needs to be a short term priority given how long it has been a matter of discussion. It is well known that the gradient of the ramp is wrong and makes retrieving and launching boats very challenging at certain tide levels.

Overall, I support ongoing development of the Akautangi sector to provide access to the coast for recreation and enjoyment, particularly as it is a key access point to on the water activities on the Wellington side of the harbour. During my time as Commodore of EBYMBC (2019-2022), I was heavily involved with the consultation run by the Council with the Club and the EB Marine Tenants Association where the Council engaged Wardale Consulting. This was a costly and time-consuming exercise and all the matters I have raised above were discussed at the time. In those discussions, the Club's history and role as a hub for a range of community activities was acknowledged and the remediation of the EB Boat ramp was given a high priority. Reading section 7 of the Draft Coastal Reserves Management Plan suggests that this has all been forgotten?

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Don't know
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Don't know
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Don't know
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Don't know
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Don't know
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Don't know

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 70

Contribution ID: 36722
Member ID:
Date Submitted: Aug 04, 2025, 09:48 AM

Q1 **Name**

Short Text

Name withheld on request

Q2 **Suburb**

Select Box

Q3 **Email**

Email

Q4 **I am making this submission:**

Multi Choice

as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q10 **Please let us know a bit more about your choice.**

Long Text

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q12 **Please let us know a bit more about your choice.**

Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text In reference to the Key issues identified in the plan.
- Increasing pressure on coastal reserves.
- Loss of natural and cultural landscape.
- Environmental degradation and ecological emergency.
- Overharvesting of coastal marine species.

I support the urgent action required to prevent these issues getting worse.
I have first hand seen these issues developing in the last 50+years of association with the Te Kopahou coastal route.

I have witnessed over these years several natural landscape areas severely damaged and destroyed by the inappropriate and anti-social use of motor vehicles and motorcycles.
Large areas of tussocks, grasses and vegetation have been obliterated.

Some of the anti-social use of vehicles has resulted in rollovers and physical harm to people. I have first hand had to attend some of these incidents and offer assistance.
I have a high level of concern that it is only luck that has prevented these incidents from resulting in serious injury or worse.

All year round there is consistent littering and poor consideration for the environment.
The natural coastal landscape is constantly filled with bottles, plastics and fallout from camp sites and fires.
This is a major concern with poor camping etiquette of rubbish not being collected, but more importantly, fires not being extinguished correctly.
The coastal route is a very high wind zone and especially in the summer gets extremely dry. These fires could very easily decimate a large area of coastline.
I have personally had to extinguish several in the past after campsites have been cleared.

In the last 50+years there has been significant damage to the wildlife and coastal reserves. This has been however accelerated by the ease of access in modern 4wd's, lack of education and minimal control of users accessing the coastline.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 71

Contribution ID: 36721
Member ID:
Date Submitted: Aug 04, 2025, 09:39 AM

Q1 **Name**
Short Text: Rob MacIntyre

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Hue te Para
Lyall Bay
Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text
I support the submission from Trails Wellington regarding the Te Kopahou Tracks Plan, Te Kopahou Coastal Trail,

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text
I support the plan in general.

I support the intention to work closely with kitesurfers, windsurfers, wingfoilers, surfers, Standup Paddle Boarders and other key user groups of the Lyall Bay area as I do all of the above activities there and have done since the 1980s.

In particular, treatment of the dune protection at the western end needs careful assessment with kitesurfers and windsurfers to come up with a solution that is resilient, achieves the protection goals and does not create safety and equipment damage risks. The treatments to date have failed in most of those respects.

In particular for kitesurfers, the 2 access points just to the east of the Queens Drive roundabout toilets are the most used. This is because that area of beach is the only consistently safe area with clean enough wind and space to launch a kite.

The poles installed to date are too high and have sharp corners on the tops making it difficult to carry a kite off the beach. The poles only need to be waist high to act as a marker and deterrent. If people really want to get into the dunes the current high ones don't create any more of a barrier as you can duck under them.

The poles placed along the front are going to keep washing out in the next big swell and king/storm-surge tides, creating a huge mess of sharp wood and rope. A waste of money and new cost of clean-up. We attach our kites to logs on the beach but there needs to be room for the kites to swing back to the dunes when there is a wind-shift. The kites do not cause any dune or plant damage doing this. With the posts along the front (which as mentioned will wash away anyway) this risks the kite tearing on the sharp post tops or tangling the kite lines which can cause it to suddenly power up and injure the pilot or assistant.

Recommendations:
Lower the height of the posts and ropes down the access lanes to knee-thigh height.
Round the tops of the posts so they don't damage kites being carried through.
Find another solution for the barrier along the beach front of the dune protection area that is not subject to repetitive storm damage.

I support the submission from Wellington Windsurfers about the windsurf rigging area to the SW of the Queens Drive Toilets.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text I support the submission from Trails Wellington regarding the G4 Carters Park trail to Shelly Bay, and the idea of transforming Shelly Bay Road and Massey Road into a recreational zone.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Also, there should be ongoing investment in improving the cycling and pedestrian waterfront access and route around the coast as this will add community wellbeing and visitor economy benefits.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 72

Contribution ID: 36720
Member ID:
Date Submitted: Aug 04, 2025, 09:33 AM

Q1 **Name**

Short Text: Paul Ward

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Capital Kiwi

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Introduction
Over the last 20-years, Wellington has emerged as a globally significant centre for community conservation and rewilding of taonga species.
Pioneering work from Zealandia and trapping and restoration mahi across the city has been the base of umbrella organisations like Predator Free Wellington and the Capital Kiwi Project, underpinned by partnership with iwi mana whenua.
The city is supporting recovery of a wide range of indigenous species – tūī, kākā, kererū, kārearea, and now kiwi – that have historically declined or been extirpated as a consequence of living in close proximity to humans. Their recovery is now also due to human impact: this time as guardians and kaimanaaki.
As our communities increasingly focus on how to protect and live alongside our taonga species, it is timely to review how we collectively manage our coastal reserves: the south and west coast of Wellington is a critical part of the city's conservation efforts. Some of these values are due to the coast's relative distance from populated areas and management

needs to be bespoke in recognition of that.
We are proud to play a leading role in delivering on the city's vision: Pōneke, te wāhi auaha e whitawhita ai ōne tāngata me tōna taiao – Pōneke the creative capital where people and nature thrive. We welcome this Plan's commitment to continue to work in partnership with the Capital Kiwi Project on many of our shared objectives.
The Capital Kiwi Project
Across 24,000 hectares – an area bigger than Abel Tasman National Park – the Capital Kiwi Project has operated and maintained a network of 4,600 mustelid traps for eight years. With mustelid numbers controlled to low levels, more than 200 wild Kiwi have been successfully reintroduced to the southwestern hills after 150 years of absence. They are now thriving and successfully breeding.
This grid of traps across more than 100 properties has been made possible by a network of relationships that have been built over time. The essence of the project is the partners that comprise it. The project owns no land and has no regulatory authority; the outcomes have been enabled through building trust and harnessing the voluntary goodwill of a range of partners:
 landowners (80 per cent of the landscape is on privately-owned land; it spans farms, forestry, power infrastructure, city suburbs and the council green belt);
 iwi (both mana whenua and iwi who have gifted kiwi);
 communities that increasingly own and drive this project.
The project is funded from a wide range of sources, including a core corporate partnership with Transpower, and Long Term Plan support from Greater Wellington Regional Council and Wellington City Council.
While the bulk of the Capital Kiwi landscape is on private owned land, Wellington City Council reserve land makes up the majority of the public land in the project area (around one sixth of the total area). Te Kopahou Reserve is an area kiwi are likely to disperse into in from now onwards, and kiwi are already likely to be present in the vicinity of the coastal road running from Te Rimurapa to Ōteranga Bay (kiwi releases have occurred on adjacent Kinnoull and Terawhiti Stations)..
The 5,000-hectare Terawhiti Station is the foundation of the Capital Kiwi Project, providing the bulk of early kiwi release sites. Terawhiti Station is a large land area (around one fifth of Te Upoko o Te Ika / the Wellington peninsula) with significant area of coastal boundary.
Comments on the Coastal Reserves Management Plan
The Capital Kiwi Project believes it is timely to conduct this review, particularly in light of the hard-won conservation gains Wellington has made, and the importance of the coastal environment in taiao protection and restoration.
We are happy to meet and discuss the following short, high-level comments:
We broadly support the areas of focus in the Plan, including acknowledgement of the need for a high management priority to be afforded to nature (taiao) and for an improved balance and management approach between competing demands. We tautoko the setting of the four values that guide this plan.
We agree that the South Coast is increasingly home to a range of indigenous taonga species as a result of community, iwi and landowner work.
The most remote section of the South Coast in the plan runs from Te Rimurapa to Ōteranga Bays. This is now home to kiwi after 150 years of absence. This strip of coast and wider landscape has significant potential for the restoration of other taonga species.
We share the view expressed in the Plan that the absence of tītī, kororā, pakahā, tākapu, kuaka, and kawau pāteketeke along this coast "is a stark sign of habitat loss and ecosystem collapse." We agree with Ngāti Toa that the absence of these seabirds on our South Coast is a reflection of environmental degradation.
We also share a vision, based on partnership with landowners, iwi and community that we can turnaround this degradation, and that Wellington is a pioneer in these efforts.
But the status quo with regard to some behaviours (including destructive vehicle use in sensitive areas, uncontrolled dogs) will need to change to deliver on these taiao aspirations.
We support the statement that "better vehicle management is important to balance recreation with the protection of Te Kopahou's unique ecology and cultural values."
(We note that many 4WDers are part of the Capital Kiwi trapping community and we acknowledge their passion and commitment e.g. the Cross Country Vehicle Club looking after an extensive trap network in Te Kopahou; an effective long-term partnership with the project and WCC.)
How vehicle access to this part of the coast is managed is a policy discussion for council and stakeholders (including landowners, iwi and user groups); we endorse calls for discussion of stricter management, including vehicle restrictions, permits, and nighttime closures.
Alongside taonga species protection and restoration, the risk of fire, of uncontrolled dogs (not only to wildlife but to people, other dogs and livestock), and protection for overfished marine species would all be improved through better management of vehicles.
2. We broadly support the Plan's approach and focus as it relates to dogs. We support the proposal to continually review and refine dog exercise areas with a focus on the prioritisation and protection of taonga species. We support the identification of the Te Rimurapa / Sinclair Head to Oteranga Bay coastal strip as regionally significant for ground-nesting birds and that it should be managed accordingly (vehicles, dogs),
We note that dog owners are core conservation partners and for every dog exercise area changed or removed, other options must be provided if dog control regulations are to be followed.

We note the importance of adequately resourcing education, relationships and awareness amongst the dog owning community to achieve these outcomes.
Conclusion
We support the acknowledgement in the Plan that our South Coast is a vital part of our city's identity, and core to our shared commitment to ecology and taiao protection.
We offer an invitation to the authors of this Plan and decision makers on its final form to come and engage with the Capital Kiwi team and discuss with us the changes we believe are required to better manage and protect the outstanding and hugely valuable South Coast environment.
We look forward to hearing back from you and to meeting as soon as you are able.
Ngā manaakitanga.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 73

Contribution ID: 36718
Member ID:
Date Submitted: Aug 04, 2025, 07:56 AM

Q1 **Name**

Short Text: Georgia

Q2 **Suburb**

Select Box: Crofton Downs

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support

Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 74

Contribution ID: 36712
Member ID: 5256
Date Submitted: Aug 03, 2025, 05:50 PM

Q1 **Name**

Short Text: Jeremy Edwards

Q2 **Suburb**

Select Box: Strathmore Park

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: It's a minor part of restoring a little of what mana whenua lost.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Our coast is a major part of the attraction of living here.
It is much more attractive than it was when I first moved to Wellington; further improvements will enhance the value of living here.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text: I think the plan is weak on dealing with exotic plants & trees which form a significant part of the local landscape.

The pines and macrocarpa trees along the escarpment are old, a fire risk and are preventing re-growth of more appropriate local species. There needs to be a phased plan for replacing them over time.

Some scrub acts as a nursery for native plants, but there are also extensive areas of invasive species such as wandering willy and old man's beard.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text I think the plan is weak on dealing with exotic plants & trees which form a significant part of the local landscape.

The pines and macrocarpa trees along the escarpment are old, a fire risk and are preventing re-growth of more appropriate local species. There needs to be a phased plan for replacing them over time.

Some scrub acts as a nursery for native plants, but there are also extensive areas of invasive species such as wandering willy and old man's beard.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text The sea and other natural forces will win over most hard infrastructure.

However, I agree that in a few places, there will be a need for a combination of withdrawal (coastal housing) and hard infrastructure (limited number of seawalls)

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Rangitatau
Moa Point to Breaker Bay
Te Whanga Rāwhiti
Eastern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text See comments above about plan for progressive removal of pines/macrocarpa

Good to have toilets somewhere between Pass of Branda and Moa Pt

Need a plan for using Seatoun Wharf for transport rather than just fishing

The top of Oruaiti Reserve (the old pa site) is not being looked after properly and looks scruffy. If money gets spent on improving these areas, it needs to be maintained properly.

Take more care of which materials are used for signs, lights and other structures.
Wooden signs become invisible; metal signs and lamp-posts are rusting away; stainless steel should be used instead of galvanised fittings in order to reduce corrosion.

Do more to discourage fireworks/bonfires in this area in late October/early November. We are often a sky-rocket away from a major blaze on the escarpment - which would lead to decades of recovery on steep slopes.

Stop approving more buildings (mainly homes) that are close to the sea and only just above sea level.

Plan for how to change designs to enable survival in the event of sea level rise, storm surges and minor tsunami (e.g. by making ground floor areas for garages/storage only - not living areas).

I can't see why the dog pound needs to be moved. This sounds like a costly exercise and will lead to noise issues with neighbours at a new location.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

See comments above about plan for progressive removal of pines/macrocarpa

Need a plan for using Seatoun Wharf for transport rather than just fishing

The top of Oruaiti Reserve (the old pa site) is not being looked after properly and looks scruffy. If money gets spent on improving these areas, it needs to be maintained properly.

Take more care of which materials are used for signs, lights and other structures.
Wooden signs become invisible; metal signs and lamp-posts are rusting away; stainless steel should be used instead of galvanised fittings in order to reduce corrosion.

Do more to discourage fireworks/bonfires in this area in late October/early November. We are often a sky-rocket away from a major blaze on the escarpment - which would lead to decades of recovery on steep slopes.

Stop approving more buildings (mainly homes) that are close to the sea and only just above sea level.

Plan for how to change designs to enable survival in the event of sea level rise, storm surges and minor tsunami (e.g. by making ground floor areas for garages/storage only - not living areas).

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Sort out the proper classification of the Beacon Hill Reserve Lot 1 DP89958. This should have been sorted after legal action in 1998.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 75

Contribution ID: 36711
Member ID:
Date Submitted: Aug 03, 2025, 05:50 PM

Q1 **Name**

Short Text: Island Bay Marine Education Centre

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Island Bay Marine Education Centre (Wellington Marine Conservation Trust)

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: We respect the valuable input and leadership from Taranaki Whanau and Ngati Toa and their attitude of inclusiveness and education. The cultural significance of Wellington's coastline is what makes it an even more special place. We're confident that with their guidance the coast will flourish and become a magnet for spiritual and cultural growth.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Many people have told us that we're an "essential coastal amenity" yet we receive no financial support from the Council. We pay a facility use fee, water charges and a maintenance fee to the WCC. We strongly endorse the Council supporting diverse experiences but would appreciate being included as an "essential coastal amenity". We are not in support of providing freedom camping on the coast. We feel that if freedom campers were situated closer to the city, they'd be more inclined to shop and dine there.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

We would prefer signage, new structures and man-made infrastructure be kept to a minimum on the South Coast. It's a wild natural environment and any kind of artificial structure is intrusive and usually ugly.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

A lot of these things are already happening on the South Coast thanks to dedicated community volunteers. In Island Bay, many of the school groups that book for our Marine Education Programmes are encouraged to collect rubbish from the beach. They come back to visit us time and time again and feel a special "ownership" of "their" beach. This ethic spreads to the rest of the community when the school children tell their whanau what they've been doing. We're convinced that education is the key to restoration and environmental custodianship.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Waves on the South Coast occur from the south with waves from the south-southwest being predominant but the presence of Taputeranga Island means that waves arriving at the Bait House are refracted resulting in lower waves. The Bait House isn't subjected to the ferocity of storms like those experienced in Owhiro Bay and other less protected areas of the coast. Also, there are studies that confirm that climate change and sea level rise in Wellington is very unlikely to affect the Bait House in the foreseeable future. The Kapiti Coast Council is investigating studies that call into question the models that Kapiti Council and the WCC have used in predicting the effect of climate change. In addition, the Bait House's deadline for earthquake strengthening is 2032 - 7 years away. In one document the Council says that the Bait House is a "reinforced building" yet more recently it has been declared unreinforced. Since it was constructed in 1949 there have been several major earthquakes which have not affected the integrity of the building. It's built on bedrock - not sand. In any event, major funding will be required to mitigate the effects of climate change and it doesn't appear that such funding is available.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Hue te Para
Lyall Bay
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

We've been a presence in the Island Bay community for 30 years. Since 2004, we've poured our heart and soul into the Bait House. We transformed it from a derelict eyesore that was scheduled for demolition into our Island Bay Marine Education Centre. A welcoming sanctuary where people of all ages, all nationalities and all walks of life can learn about our treasured marine environment. A place where people become inspired to care about the sea creatures that are our close neighbours. We've hosted over 750,000 people for our booked Marine Education Programmes and our Open Sundays @ the Bait House. We've encouraged our visitors to support local businesses when some of them were suffering badly because of the construction of the cycle lane and lengthy roadworks. We were devastated when a Council Officer told us to check out the Coastal Management Plan because the Bait House was mentioned in it - only to find that it was under threat of demolition or repurposing.
We feel that the Bait House - or more specifically our Island Bay Marine Education Centre - is part of Island Bay's history and it would be terribly sad to lose it.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

The Maranui Depot and Quarry was a site that we investigated intensively as a possible place to construct our proposed Ocean Exploration Centre. We found that it had been a toxic dumping ground for many years and we would either have to encapsulate the ground where the waste was dumped before building or build away from it and encapsulate the rest of the site so the waste couldn't be accessed. This would have been prohibitively expensive. In addition, much of the cliff at the rear of the site is dangerously unstable and any construction would have to be well away from it leaving most of the site unusable. So, we have reservations about what the Council proposes to do with the site and the availability of the amount of money required to remediate it.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

We'd like to congratulate the Council Officers, Taranaki Whanau, Ngati Toa and all the thousands of other people who have contributed to this draft plan. We'd particularly like to acknowledge the Council's Parks, Sport and Recreation team for the work they've done on the plan. Paul Andrews was around for the original South Coast Management Plan and he's the best person to guide a successful outcome for this Draft Plan - over 20 years later.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 76

Contribution ID: 36707
Member ID:
Date Submitted: Aug 03, 2025, 01:16 PM

Q1 **Name**

Short Text: Alexandra MacGibbon

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: The toilets at east end of Island Bay Beach need improving. It would be good to see improved access to that east end of IB beach for people with disabilities.

Please continue:
- maintaining the swim rafts - many people use it in Island Bay and it is an option for swimmers to rest and recover from cold water.
- the dog walk area at western end of IB only.
- to let kayakers or swimmers continue to access Taputeranga Island but perhaps guidelines (no litter etc) for visitors to the island to protect the fauna.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more

accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 77

Contribution ID: 36703
Member ID:
Date Submitted: Aug 02, 2025, 11:18 PM

Q1 **Name**

Short Text: Yvonne Weeber

Q2 **Suburb**

Select Box: Lyall Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: This sounds good but the devil is in the detail in a number of the pathways being proposed.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: One issues is the consideration of the need for change with sea level rise and increased storm events. In addition tectonic movements could either increase or decrease the amount of coastal environment.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Hue te Para
Lyall Bay
Rangitatau
Moa Point to Breaker Bay
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text Local community involvement in coastal reserve management
Local community groups along the southern coast undertake a lot more than written in the plan. We in Lyall Bay contribute to a monthly cleaning of plastic from the coastline. This occurs on a monthly basis (first Sunday of the month at 10am by the Lyall Bay playground. We normally collect around 3 bags full of rubbish from the beach and surrounding streets. There are a number of other local groups who undertake similar regular beach cleaning activities throughout the year. In addition there is a yearly beach clean at the beginning of summer involving many local community groups and collecting large amounts of rubbish.
Of note these activities by the local community groups have actually reduced the amount of rubbish dumped on the coastal environment. If people see the coastline as an area of land that it looked after e.g. no rubbish, they tend not to dump rubbish.
The southern coastal reserves are in essence cleaned and looked after by the community. Which is in radical contrast to the WCC manicuring of Oriental Bay on a daily basis in summer.
Lyall Bay Coast Care is supported by the council in the fact that we can leave the rubbish by the bins and it is picked up however greater support would be welcome in the form of gloves, bags, advertising and recognition in this reserve management planning.
In addition please talk to local community coast care groups as they have a lifetime of knowledge and different perspectives that can add to the resilient planning that is needed along the coastline.

Coastal structures – Rubbish bins
The Lyall Bay beach cleaning activities would be greatly enhanced with appropriate rubbish bins. The rubbish bins that are presently on the Lyall Bay are not fit for purpose. Unfortunately, the reserve management plan is moare interested in 'visual cohesion' than actual functionality of coastal rubbish bins. The present rubbish bins are not big enough and on a sunny weekend are overflowing by the end of the day. But worse is the seagulls sit on the covering at the top of the bin and pull the rubbish out looking for things they can eat. The rubbish bins have got to a time of life when they are often do not shut properly after they are emptied, leaving the whole bin able to fall out of the bin frame. A replacement rubbish bin that was larger and seagull proof would be more appropriate than the ones we have at present.
Therefore I would add the design of structures to be 'functional' in the extreme coastal environment.
In Lyall Bay we don't want a reduction in the number of bins as the local community would be left to pick up the rubbish or it will just blow about in the coastal environment. Its great having the idea of 'Pack it In and pack it out' however most of the rubbish comes from food container waste bought in the local Lyall Bay area.

Reserve classification
It is positive to have the reserve classification of Lyall Bay Beach in total classified as Recreation Reserve. It is primarily and are of recreation and sporting activity. However the council and the community have worked hard for many years to create a sand dune with native fauna on the bay. In 1986 when I undertook a survey of the southern coastline and Wellington Harbour the Lyall Bay dunes were in very bad shape with only remanent pingao growing at the western and eastern end of the bay. The dunes now look amazing. However with climate change increasing sea level and storm events constant work needs to be undertaken in maintaining the rope fence restricting people access on the dunes.

Lyall Bay West Escarpment to be named Waitaha Reserve
The name Waitaha Reseve is good as it relates to the settlement and early Iwi. It would be good if there was some way to access this land as it is very weed infested. It would also give an alternate elevated area in case of Tsunami for the local Lyall Bay residents.

Integration of fore dunes of Lyall Bay and back dunes of Hue te Para Park (Lyall Bay Esplanade Resreve
While it is positive that the eastern end of Lyall Bay could get a toilet and change structure on Wellington Airport land greater consideration of the long term plan of Hue te Para Park is required before selling off the land,
I believe that the Lyall Parade should be moved inland onto Hue te Para Park and Lyall Parade road, footpath and seawall should become a wider dune.
By moving Lyall Parade inland you will recognise the important intrinsic connection between the land and the sea and improve the natural dune formation. Your will create a true dune that is more resilient to sea level rise and storm events than what is there at present.

Ex Maranui Depot site
It would be very positive to have the ex Maranui Depot site restored for environmental and recreational purposes.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Moa Point pound
Transforming the dog pound into something positive for the coastal environment rather than something that is a lock up for dogs would have many benefits.

Walking track along the coast between Breaker Bay and Moa Point
It is positive to see the idea of having a better coastal path. The section of coastline between Breaker Bay and Mao Point could be improved with a more formlised raised pathway. This would help provide access for people less able but also create a defined walking pathway and potentially reduce the number of informal pathways in different places.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Matai Moana and the Shelly Bay Road and Massey Road
Greater design work will be required in this area and the future adjoining reserve. I support the reduction of traffic around the roads and the one lane and road closures of Shelly Bay to Scorching Bay Road.

Swim rafts
Have swim rafts been considered in Shelley Bay now the large wharf area has been removed?

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
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Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

This may be duplication of what I have already said - Coastal Reserves Management Plan 2025 comments by Yvonne Weeber

Local community involvement in coastal reserve management
Local community groups along the southern coast undertake a lot more than written in the plan. We in Lyall Bay contribute to a monthly cleaning of plastic from the coastline. This occurs on a monthly basis (first Sunday of the month at 10am by the Lyall Bay playground. We normally collect around 3 bags full of rubbish from the beach and surrounding streets. There are a number of other local groups who undertake similar regular beach cleaning activities throughout the year. In addition there is a yearly beach clean at the beginning of summer involving many local community groups and collecting large amounts of rubbish.
Of note these activities by the local community groups have actually reduced the amount of rubbish dumped on the coastal environment. If people see the coastline as an area of land that it looked after e.g. no rubbish, they tend not to dump rubbish.
The southern coastal reserves are in essence cleaned and looked after by the community. Which is in radical contrast to the WCC manicuring of Oriental Bay on a daily basis in summer.
Lyall Bay Coast Care is supported by the council in the fact that we can leave the rubbish by the bins and it is picked up however greater support would be welcome in the form of gloves, bags, advertising and recognition in this reserve management planning.
In addition please talk to local community coast care groups as they have a lifetime of knowledge and different perspectives that can add to the resilient planning that is needed along the coastline.

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Coastal Structures - Cycle stands along the coastline
Cycling is an important recreational activity along the coastal roads in Wellington. Where there are facilities and carparks there should also be appropriately designed and placed bike stands for bikes to be locked on to. This will allow people to use cycling as a mode of transport to the coast and then enjoy the coast without the fear of having their bikes stolen.

Coastal Structures – lighting
There are a number of areas around the southern coastline where dark sky environment should restrict artificial light to allow for enhanced stargazing and also support nocturnal wildlife habitats.
At the same time as supporting dark sky areas the design and placement of all lighting along the coastline should be considered in greater detail as it is such an important component in the coastal night environment.

Predator control
The local community has in the past and now undertake maintenance and management of predator free traps along the coastline.

Reserve classification
It is positive to have the reserve classification of Lyall Bay Beach in total classified as Recreation Reserve. It is primarily and are of recreation and sporting activity. However the council and the community have worked hard for many years to create a sand dune with native fauna on the bay. In 1986 when I undertook a survey of the southern coastline and Wellington Harbour the Lyall Bay dunes were in very bad shape with only remanent pingao growing at the western and eastern end of the bay. The dunes now look amazing. However with climate change increasing sea level and storm events constant work needs to be undertaken in maintaining the rope fence restricting people access on the dunes.

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for the local Lyall Bay residents.
Walking track along the coast between Breaker Bay and Moa Point
It is positive to see the idea of having a better coastal path. The section of coastline between Breaker Bay and Mao Point could be improved with a more formlised raised pathway. This would help provide access for people less able but also create a defined walking pathway and potentially reduce the number of informal pathways in different places.

Swim rafts
Have swim rafts been considered in Shelley Bay now the large wharf area has been removed?

Dogs
Signage on where dogs are allowed and need to be restricted for wildlife protection should be part of the Coast Reserve Management Plan. The compartmentalisation of dog bylaws and coastal reserve management planning does not create a happy situation with a high number of deaths of Little Blue Penguin in Lyall Bay.
In addition dog owners appear not to be able to read the signs in Lyall Bay and continue to use the western side of the beach. They also don't like being told that the western end of the beach is not for dog walking.

Remediating and mitigating coastal infrastructure impacts- Culverts and Stormwater discharge points in the coastal environment
Thought the coastal reserve management plan does not cover culverts and stormwater discharge points due to the compartmentalisation of different council areas their design and where they are placed needs greater consideration to improve the coastal environment.
Sumps throughout Wellington needs regular cleaning to reduce the amount of plastic bottles and polystyrene that gets into the coast through the stormwater system. An education campaign on the plastics not getting into drains would be a good idea.
A redesign of how water gets into the stormwater drains and into Lyall Bay would be a very worth while exercise to reduce the flow in storm events. Moving the large stormwater culvert that discharges at this point at the eastern end of Lyall Bay next to the Airport would reduce the erosion that occurs at this end of the beach. The airport reclamation should have created a curved beach at this point but the large stormwater culvert is stopping this happening. The moving of this large culvert discharge point would increase sand accretion at this end of the bay.

Integration of fore dunes of Lyall Bay and back dunes of Hue te Para Park (Lyall Bay Esplanade Resreve
While it is positive that the eastern end of Lyall Bay could get a toilet and change structure on Wellington Airport land greater consideration of the long term plan of Hue te Para Park is required before selling off the land,
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It would be very positive to have the ex Maranui Depot site restored for environmental and recreational purposes.

Moa Point pound
Transforming the dog pound into something positive for the coastal environment rather than something that is a lock up for dogs would have many benefits.

Matai Moana and the Shelly Bay Road and Massey Road
Greater design work will be required in this area and the future adjoining reserve. I support the reduction of traffic around the roads and the one lane and road closures of Shelly Bay to Scorching Bay Road.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 78

Contribution ID: 36702
Member ID:
Date Submitted: Aug 02, 2025, 08:12 PM

Q1 **Name**
Short Text: Stephen Sanders

Q2 **Suburb**
Select Box: Hataitai

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: There changes will clearly restrict access by the general public to these areas. These areas have been used by the public freely for well over 100 years. In particular I have concerns regarding future access by the general public to section 1 of this area, from the old quarry west.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q16 **Please let us know a bit more about your choice.**

Long Text Some parts of the Wellington south coastline is very exposed and rugged. In some respects I certain areas, namely west of Owhiro bay should be left alone

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text There have been very few if any wildfires on the south coast. In the past most have been caused by Guy Fawkes night celebrations. With the sale of fireworks finishing there should be no further fires.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text This draft plan is very long and detailed and in my view would be difficult for the average person to comprehend

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 79

Contribution ID: 36700
Member ID:
Date Submitted: Aug 02, 2025, 11:04 AM

Q1 **Name**

Short Text: Roxanne Leech

Q2 **Suburb**

Select Box: Roseneath

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

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Multi Choice: Strongly support

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Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Rāngai o Onemutu
Oriental Bay
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Dedicated bike path separate from walking path

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text No fishing. Removal of kina. Make it marine reserve. More rubbish cleanups. No yachts parking in there.

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
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Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Don't know

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 80

Contribution ID: 36696
Member ID: 2976
Date Submitted: Aug 01, 2025, 04:01 PM

Q1 **Name**
Short Text: Jo Lester

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**
Short Text: Wellington International Airport Limited

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

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Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

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Multi Choice:

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Long Text:

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Q14 **Please let us know a bit more about your choice.**
Long Text:

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Multi Choice:

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Long Text

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Multi Choice
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Lyall Bay

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Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Wellington International Airport Limited is the owner and operator of Wellington International Airport - a key link in New Zealand's domestic and international aviation network.
The Airport was established on south coast/Lyall Bay site in 1908 and has been a constant in the surrounding coastal environs since. The Airport is bounded by Lyall Bay to the west and south, and Evans Bay to the north of the runway. The Airport shares boundaries with coastal reserves in and around the airport seawalls in Lyall Bay.

Wellington Airport is the gateway to our capital city and surrounding regions. As one of New Zealand's three busiest airports, we connect people and goods across the country and the world. We host millions of travellers every year and make a major contribution to Wellington's economy, society and wellbeing.
The Airport hosts a range of aviation operators including domestic and international flights, corporate jets, the New Zealand Defence Force, medical and diplomatic flights, and helicopters. The Airport is also a provider of emergency services and is a lifeline utility under the Civil Defence Emergency Management Act 2002.
We support Wellington City Council (WCC) in updating and replacing the current South Coast Management Plan (2002) with Tātou ki uta – the draft coastal reserves management plan.
First and foremost, the Airport's key role is to ensure that aircraft can operate safely, and we are primarily concerned with ensuring the draft Plan appropriately recognises and provides for the Airport to operate in a safe and efficient and effective manner. Functional, technical, operational and safety related constrains often influence the location of critical infrastructure which needs to be recognised.

The draft plan recognises there is an existing seawall immediately adjacent to reserve land at the south of the airport. This seawall serves a significant function, protecting the Airport as well as key civic infrastructure, including Moa Point Road, and Wellington Water's Three Waters infrastructure, from the effects of coastal erosion and storm surges. These reserves need to be utilised by the Airport for access/laydown areas for the regular repair and maintenance of the seawall, and in case of an emergency.

The Airport is also of the opinion that the reserve area located between Moa Point Road and the southern seawall (between Moa Point Beach and the Lyall Bay Breakwater) is not appropriate for unhindered public access.
In terms of public safety, the risks include exposure to severe aircraft jet blast and the potential for injury from resulting airborne objects. Because this area is at the end of a runway, it is the location where, statistically, there are greater chances of aircraft-related incidents. The area is also frequently subject to extreme sea conditions at times (people and vehicles have been swept off the breakwater in the past – refer Photo 1 below), and the akmons (seawall armour) are very dangerous to be walking over due to their tendency to move and the cavernous voids in between them.– people could fall in between them and risk serious injury. Refer photo 2 below.
Photo 1: 2018: A car parked on Lyall Bay breakwater pushed into the sea by a wave

Photo 2: Akmons on southern seawall

In this area, public access must be discouraged not only to prevent both public health and safety risks (injury, etc.) for reasons stated, but also to prevent activities occurring that could affect aircraft safety.
For this reason, after the reconstruction of the southern seawall, the Airport is likely to pursue having the reserve status of this area revoked to prohibit unimpeded public access around this area. It should be noted that as the owner of this reserve, WCC is liable as a PCBU under the Health and Safety at Work Act 2015.
Under the South Coast Management Plan, section 6, Management Policies states that:
Section 6 Management Policies
6.5 SAFETY
In the area near the airport (sites B3, B4 and the eastern end of B5) signs warning of the hazard presented by aircraft, or for the safety of aircraft (for example, highlighting the risk of bird strike), are appropriate.
This policy does not seem to have been brought forward into the draft plan. We request that it be reinstated.

In addition to the seawalls, the Airport also maintains the Tarakena Boat ramp in Tarakena Bay for the purpose of access to the sea for its emergency vehicles and watercraft. This boat ramp is located within WCC Recreational Reserve (Section 56 Watts Peninsula District). Although this boat ramp is used by recreational boat users, the Airport only maintains it to a level that allows for its emergency vehicles to utilise.
Section and Page Number Comment
General comment WIAL notes that the plan does not make it clear that several of the issues / actions outlined in the plan are matters for consideration under other statutes (i.e. Resource Management Act 1991 (RMA), Wildlife Act etc). It is unclear how the plan distinguishes its role as required by the Reserves Act from those that are addressed by other legislation. It appears that several of the identified issues and actions go beyond the scope of the management of coastal reserves and the scope of the Reserves Act. It would be useful for the plan to reiterate its role in the management of coastal reserves, and the legislation governing the management of the coastal environment and wildlife.
The strategic and legislative context page should place more emphasis on the NZ Coastal Policy Statement and the Natural Resources Plan, which are the key statutory documents for managing the coastal marine area (which would cover most of the coastal reserves in the south coast).
Key issues (page 12) Inequitable public access is set out as a key issue, with the plan noting that access to the coast remain inequitable – both in terms of who can reach / use coastal spaces and how access is allocated through leases and infrastructure. While it is agreed that there is inequity, public access must be restricted in some locations for health and safety reasons (or to protect indigenous biodiversity). The plan must ensure that, where required, public access to the coast and the reserves network can be restricted.
Pathway 2.1 Strategic placement of coastal amenities (page 24)
It is agreed that well-placed and well-maintained amenities in key coastal locations supports recreation, enhances visitor experiences and protects natural environments. However, amenities need to be placed in appropriate locations, avoiding areas where public access should be restricted.
Pathway 2.3 Supporting water recreation and access (page 26)
Tarakena Boat Ramp. This ramp is used (and maintained, as required) by the Airport for use by the Airport Fire Service for the launching of their marine rescue craft. The ramp is also utilised by the public. WIAL maintains it to a level that is fit for purpose for its rescue craft only.
Pathway 3.1 Protect the coastal character through careful design (page 32)
It is generally agreed that new structures on the seaward side of the road should be limited, and it is agreed that the plan must allow for infrastructure with a functional or operational need to locate in a coastal environment (for example, seawalls). Similarly, the plan must allow for the maintenance and upgrading of existing coastal structures, which may not integrate totally with the coastal environment (by modern standards).

Section and Page Number Comment
The resource consent process is the place where impacts on coastal character are typically considered, and it would be useful

for the plan to discuss how the plan can be applied in an RMA context (or whether it can).
Actions (page 34) WIAL supports the development of sector-based coastal landscape and amenity plans and notes that stakeholders should be involved in the preparation of these plans.
Ecosystems of Wellington's CMA (page 39)
Ensure that the area identified as 'dune system'(yellow) and 'shingle beaches; (light pink / peach) in proximity to the Southern Seawall (Moa Point area) does not include land reclaimed as part of the development of the airport and has been verified (on the ground) so the extent of these ecosystems are appropriately captured by the mapping.
Management approach (page 40)
The plan documents that there are 20 SNA's along the coast. It is noted that the extent and nature of the SNA's in this plan, should reflect the decisions on the Proposed Wellington City District Plan (which in some cases has reduced / refined the extent of SNA's).

Pathway 4.2 Wildlife recovery (page 42 and page 43)
This section of the plan identifies the 'southern end of Wellington Airport' as one of the four "most important mainland habitats for seabird breeding in Pōneke", noting that the identified sites "support Wellington's only mainland nesting colonies for several threatened species." This statement has been extracted from the "State and trends in the indigenous bird values of the Pōneke/Wellington City coastline – May 2025"1 (or earlier version), which refers to "the foreshore at the southern end of Wellington airport runway supports the only breeding population of banded dotterels to be found along the WCC coastline east of Sinclair Head". There are other banded dotterel nesting sites west and north of Sinclair Head. During site surveys by WIAL's avifauna specialists, historical records from WIAL and records from Mainland Island Restoration Operation (MIRO), the number of breeding dotterel at Moa Point is considered to support up to three pairs (at a conservative estimate). This statement therefore needs to be amended to (a) refer to the foreshore to the south of the runway. And (b) refer to banded dotterel only in this area, (i.e., not several threatened species", and (c) refer to "east of Sinclair Head (rather than the whole of the city).
1 McArthur, N. 2025. State and trends in the indigenous bird values of the Pōneke / Wellington City coastline. Client report prepared for Greater Wellington Regional Council, Wellington.

Section and Page Number Comment
WIAL supports the approach to protecting wildlife, and notes that there is a need for infrastructure, including seawalls, to be maintained and upgraded on an ongoing basis, which (if not appropriately managed) could also negatively impact threatened species. These potential effects are managed through the Resource Management Act and Wildlife Act processes, with modern resource consents requiring effects on indigenous biodiversity be avoided, remedied, mitigated, offset or compensated for. Care needs to be taken to not duplicate the requirements of the various statutes that control the management of the environment, reserves and wildlife.
WIAL supports the desire to strengthen protections of biodiversity within reserves through management measures such as restricting access (dogs and people), fencing nesting areas etc.
WIAL notes here that there is a potential conflict and risks to its operations through restoration efforts that attract flying birds to the area. There are significant health and safety and aviation life safety risks for airport operations associated with the potential for bird strike to impact aircraft. WIAL is required to actively discourage hazardous avian species from nesting within the airport environs. It should also be noted that for this reason, the seawalls to the south and south-west of the airport have been excluded from Schedule F2c: Significant Habitats for indigenous birds in the CMA in the GWRC Natural Resources Plan). WIAL encourages the Council to work with the airport when undertaking habitat restoration works in and around the Wellington International Airport coastal area.
Pathway 4.5 Remediating and

Section and Page Number	Comment
mitigating coastal infrastructure impacts (page 45)	The plan notes that the plan focuses on coastal reserves rather than broader infrastructure networks, but managing these impacts is an essential connection for ecosystem health and resilience. Again, it is noted that several different statutes guide the development and management of the coastal environment, including the RMA, which addresses the effects of infrastructure on the coastal environment. The management of infrastructure, unless on a reserve, should not be a matter of consideration for this plan. Existing seawalls, particularly those associated with Regionally Significant Infrastructure (a defined term in the Wellington Regional Policy Statement and Wellington City 2024 District Plan: Appeals version) are fundamental for protecting other infrastructure from coastal inundation and erosion, and there is a functional need for seawalls to be in a specific environment (i.e. a location with a coastal hazard to protect the surrounding land). The plan should ensure that these existing seawalls associated with Regionally Significant Infrastructure, which are located on or adjacent to a reserve, are recognised and provided for. Actions (page 47) Action 4 sets out the following: "Protect the nighttime environment, cultural heritage, and coastal birdlife by investigating lighting controls, including the potential for a Dark Sky Reserve or Park on the South Coast. Review current light pollution levels to assess impacts on wildlife and identify opportunities to reduce unnecessary lighting." WIAL notes that there is significant infrastructure in the south coast that has specific lighting needs – including Wellington International Airport, who's lighting is required for the safe navigation of aircraft in critical phases of flight. It would not be appropriate to have a Dark Sky Reserve / Park in the South Coast area around the Airport, and this expectation should be removed from the plan in its entirety (as it relates to the area around the airport). Stakeholders will need to be involved in any process that places restrictions on lighting, beyond those that are addressed by district plans.
Pathway 5.1 Prioritising nature□based solutions for coastal protection (page 50)	WIAL supports the general intent on prioritising nature-based solutions for coastal protection in general; however, in areas adjacent to the airport, the plan should acknowledge that there are existing hard protection structures (seawalls) that play a significant role in protecting land / infrastructure (including WCC's 3-waters infrastructure, and public roads) from coastal inundation and erosion. These existing structures require frequent and ongoing maintenance (and periodic upgrades) to retain levels of protection. Nature-based solutions for coastal protection in these areas are impractical.
Sector 3 Hue te Para / Lyall Bay 3.2 Access to the coast for recreation and enjoyment (page 89)	WIAL supports the intent to work with WIAL and for the Council to respect the operational constraints of the airport, as outlined by the following text: "f. Work with Wellington Airport to support safe, low-impact recreational use along the coastal edge of the airport seawall for activities like fishing, plane watching, and walking – while managing environmental impacts and respecting operational constraints." This is reflected in Action 5 (on page 92) which sets out that Wellington Airport will be worked with to "improve recreation access along the western breakwater, investigating and implementing options for better pedestrian, recreation and cycling connections." There are health and safety issues associated with utilising airport□related infrastructure for recreational activities, such that public access along the western seawall, breakwater and southern seawall is not appropriate. This matter will need to be addressed through engagement between the Council and WIAL.
3.3 Protection and restoration of coastal ecosystems (page 90)	WIAL agrees with the intent to:

• Support improved stormwater management along Lyall Bay (although it is noted that discharge management is addressed via RMA processes). WIAL holds a global stormwater discharge permit, which includes ongoing monitoring to ensure discharges from the Airport are not having adverse effects on the water quality within Lyall Bay; and

Section and Page Number Comment
• Protect and support kororā populations by managing nesting areas around the riprap seawall, incorporating public education efforts, and minimising disturbance (noting that maintenance / upgrading is required for seawalls and effects on biodiversity are managed via RMA and Wildlife Act processes). The plan should contemplate situations where, to protect kororā, people (and dogs) should be excluded from areas to minimise disturbance.
• WIAL, as part of the project to renew the Southern Seawall, is proposing to relocate kororā from within the seawall (not optimal habitat) to two new (purpose-built) kororā habitat areas.
3.4 Nature first approach to resilience (page 91)
WIAL supports management approach b. which seeks to accommodate runway seawall maintenance by enabling Wellington Airport to maintain and upgrade the seawall. It is noted here that WIAL is currently planning the Southern Seawall renewal project. The plan needs to recognise and provide for these renewal projects to occur.
Appendix A – Activity – Storage or laydown area
Notes that use must minimise disruption to public access, recreation and reserve status. The area around the southern seawall is dangerous for continued public access, especially during repairs and maintenance. It is suggested that there is a "where practicable/safe" preclusion is noted here.
Appendix A Activity – Utility Services
Some infrastructure, such as navigational aids, is required to be located within reserve areas and cannot be located underground.
Appendix B, Proposal 8 Lyall Bay Esplanade Reserves to Hue to Para Park
WIAL supports the name change; however, it should be noted that none of these reserves are vested as "esplanade reserves" as noted. The reserve area shown between Cochrane Street and Tirangi Road is "legal road"; the area between Tirangi Road and Kingsford Smith Street (Lot 63 DP 21360 and Section 1-2 SO Plan 450076) is mostly road reserve with a slither of Recreation reserve between the road reserve and the adjoining privately owned land parcel. The area between Kingsford Smith Street and the Leonie Gill pathway is a Recreation Reserve (Lot 2 DP 839268)

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 81

Contribution ID: 36695
Member ID:
Date Submitted: Aug 01, 2025, 03:15 PM

Q1 **Name**

Short Text: Caleb Harris

Q2 **Suburb**

Select Box: Mount Cook

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: I support the majority of this except the dog recreation. If we are serious about protecting wildlife then I think dog access should be limited to where it is now or even just Lyall Bay.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 82

Contribution ID: 36694
Member ID: 2976
Date Submitted: Aug 01, 2025, 02:03 PM

Q1 **Name**
Short Text
Ken & Illona Bosher

Q2 **Suburb**
Select Box

Q3 **Email**
Email
[redacted]

Q4 **I am making this submission:**
Multi Choice
as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q10 **Please let us know a bit more about your choice.**
Long Text

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q12 **Please let us know a bit more about your choice.**
Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q14 **Please let us know a bit more about your choice.**
Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Dear Sir/Madam

The following are our submissions and observations as long time Bach owners on the South Coast, Wellington.

1. No driving on the beach. It is unnecessary to ride or drive on the beach. There is a formed road right to Sinclair Head. Driving on the beach is a danger to the bird life - people fishing, swimming, sunbathing, walking or families with children having picnics. Vehicles increase their speed to stop getting stuck on the beach and have no consideration for other beach users.

2. Enforce a 10 kph speed restriction everywhere past the Information Centre.

3. All vehicles to have registration and W.O.F. (including ALL motorcycles).

4. No LED lights. They blind people and cyclists at night and are used for hunting rabbits and possums etc.

5. No shooting.

6. Close the gate at night. Deters bad behaviour and poaching. Suggest 9pm - 6am.

7. All dogs on leads. At present they worry bird life, people and other dogs.

8. Clearer signage - in one place and easy to read.

Thank you for your consideration to the above submissions.

Regards,

Ken and Ilona Bosher

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 83

Contribution ID: 36693
Member ID:
Date Submitted: Aug 01, 2025, 02:00 PM

Q1 **Name**

Short Text: Melanie Young

Q2 **Suburb**

Select Box: Breaker Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Rangitatau
Moa Point to Breaker Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text
I am a resident of Breaker Bay and have lived there for over 50 years. My family go back here 90 years.

One of the key proposals in the new coastal reserves plan, is to restore dunes and coastal vegetation at Moa point and Breaker Bay to manage erosion and support climate resilience through nature based solutions.

We have kindly been provided with plants from the WCC and we are very keen to plant them to protect the foreshore, however we are finding it impossible to get permission to have any soil placed on the low lying coastal areas, to plant the plants in. Without soil they will die and the nature based solutions to climate resilience sadly will not work.

Apparently, we need to apply to the Transport team and/ or the greater Wellington Council and check with gecko experts, penguin experts and more before we can have even a small amount of clean local clay base soil placed where there is not enough soil. We want to build up the surface where it is low lying so we can restore coastal vegetation to support climate change resilience.

What do you suggest?

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 84

Contribution ID: 36692
Member ID:
Date Submitted: Aug 01, 2025, 11:50 AM

Q1 **Name**
Short Text: Barry Insull

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Draft Coastal Reserves Management Plan

The attached paper should be seen as a personal submission on Council's Draft Coastal Reserves Management Plan. The format includes both direct and what I will call indirect comment by way of statement often requiring a written answer. Given this plan is said to replace the 2002 South Coast Management Plan I have also included a few questions regarding Council's performance for which a written response is also requested.
For ease of reference, I have generally used a standard format involving identification of page and statement or paragraph followed by comment.
In preparing this submission I have been mindful of directions given to Reserve Administering Bodies by the Department of Conservation.

Nature of Consultation
Consultation is not a mere informing, but a meaningful discussion between parties. The party consulting must

ensure that the party consulted has all the relevant information. The administering body must be prepared to listen to the party being consulted and, if necessary, change its views.
Consultation is not a negotiation, nor does it necessarily imply that the administering body has to accept the views of iwi or hapu.

At several points throughout this submission, I have been critical of incorrect names being used. In response to a formal request for clarification, Land Information New Zealand have made it clear that local authorities are legally required to use "official names" where such exist in their published material.

Page 6
Introduction
While certainly not my way of wording an introduction I will concede we are all different. What is important is the accuracy of the content. I note you refer to the water body between North Island and South Island as "Te Moana o Raukawa" Although there is no "official" name I note the Crown through the New Zealand Geographic Board use the descriptive Cook Strait- Māori name Raukawa Moana, a reversal of the words you have chosen. Land Information New Zealand (LINZ), another Crown agency also uses the term Cook Strait on both topographic maps and maritime charts e.g. Chart 46 Cook Strait (last updated 31/8/2023). I am not a fan of flip flopping between the country's official languages.

Within this section the text includes;
"The coast marks the meeting of Tangaroa, atua of the sea and Papatuanuku, the earth mother- an ever – changing interaction shaping the land. This relationship intensified by climate change...." (emphasis added)
To many this comes across as a confusing statement. It would be helpful if plain language was to be used incorporating an example how Council believes the" relationship has been intensified by climate change."

Page 8
Scope
Personally, I found it disappointing the map failed to include the western boundary of the plan. Clearly it was not my decision but no explanation has been given as to why it was excluded. Likewise, the descriptive between Oriental Bay and Karori stream is a little vague. Is Karori Stream in or out, can we have a clear statement?

Page 12
Loss of natural and cultural landscape
While it is true the character has changed with the introduction of habitation, different land use etc. I pose the question where-else would they go if not for, as you emotively put it "encroachment on natural spaces." Society as we know it would not exist had there not been large scale change. To add balance, it equally needs to be recorded much change was consented or approved by officials of the day. The statement does seem "over the top."

Page 12
Environmental degradation and ecological emergency
Here we have an example of where there is a lack of information to support key statements. Officers should be aware that the party consulting must ensure that the party consulted has all the relevant information.
The plan states "once- abundant species such as titi (mutton birds), koroa (little penguins), and takapu (gannets) face habitat loss, invasive predators and human related threats such as off-leash dogs disturbing nesting sites and 4WD's" You may wish to reflect on the chosen wording here as I do not think dogs are disturbing 4WD's.
If we could discuss this for a moment, what period are we talking about when you say once abundant titi, remember we are talking about birds in a specific zone, are you able to set out the reasons for the apparent decline? Another question is where is/are the former gannet site(s) that have been affected by habitat loss etc.? yet another is why have walking sightseers been omitted as a threat, there is ample material covering disturbance of wildlife by members of the public and I would suggest most walkers are unable to spot the eggs of smaller ground nesting birds in the coastal gravels.
In the final part of this section an emotive picture is painted i.e. "leaving behind bare rock"
To add balance, is it not true that some of the activities listed e.g. quarrying have or previously had Council approval? Is it not also possible that the lack of inputs from Council may have also been a contributing factor in some circumstances, if that were to be true then say as much.

Regarding the quarry, a media item from 1919 states;
"To-morrow afternoon The Mayor (Mr. J P Luke) and city councilors accompanied by the City Engineer (Mr. W H Morton) will pay a visit of inspection to what is known as the "Run Around" just beyond Ohiro Bay. They will pay special attention to the matter of road construction in the future, and they will also be on the lookout for a site suitable for a new stone quarry."

If the bare rock faces are of significant concern, then you may wish to seek an amendment to Council's Owhiro Bay Quarry Closure Management Plan 2000.
As an informative comment much of the red rock removed in the late 1960's- early 1970's was for ornamental purposes. As I recall a significant amount went to the facility now known as the Brentwood Hotel in Kemp Street, Kilbirnie.

Page 13
Overharvesting of coastal marine species.
It is all very well claiming "over-harvest" but the statement lacks a creditable source, additionally there is no data setting out what both the estimated and sustainable take levels are. While Council officers may be concerned, I suggest this matter is both technically outside of the scope of this document (The plan provides direction for coastal land owned or managed by Wellington City Council) and further, Council lacks any specific legal authority to get

involved in marine quota, that function rests with the highly professional Ministry of Fisheries. Feel free to correct me if I am wrong. The appearance is that the material Council is reliant upon is anecdotal rather than data driven.

Page 20
Restore Māori place names
Without being seen to be disrespectful or stepping into an area I am not overly familiar with I would simply say to what and why?
Place names change with society, time, and personal association with the land. I am familiar with a case where a catchment's local European name has changed over the decades likewise a prominent point where the given Māori name has also reportedly changed.
Over 100 years ago noted ethnologist Elsdon Best saw fit to write;
"it is however, now impossible to identify some of these old place names, as they were not acquired and preserved by the tribes who took possession of this district a century ago"

Another quote from Best's writings is;
"If this is Makure-rua, then the creek between Sinclair Head and Red Rocks is Waipapa, though most of these creeks have received more modern names, given by the Awa tribe"
It may well be the reasons behind the name are no-longer valid or the name has failed to gain wide acceptance. The decision making must be flexible. A fixed policy has pitfalls. The log has long gone from the headland known by some as Log Point westward of Sinclair Head/Te Rimurapa.
It is not only place names that change, the bird species identified in this document as titi is / was also known as hakoakoa or hakoko.

Page 24
Public toilets
It is recommended Council Officers reflect on the self-imposed ruling of "expanding over time so that all coastal areas have a toilet within 4km along the coast." Close examination will show that one is needed on the westward side of Sinclair Head/Te Rimurapa as the plan's western boundary, Karori stream, is significantly further than 4km from the Te Kopahou Information Centre. Other aspects here include; serviceability, vandalism, actual need, and likely out of character structures.
As a side issue it is my understanding the visitor center toilets are often in "poor condition" during what you may call times of heavy use. Perhaps the plan needs to incorporate a few words around improved facility management.

Page 25
Why this matters
Current text includes "This plan prioritises walking access as the primary way people connect with the coast." yet no rationale or summary of discussions with other users has been included. Such a position gives weight to those suggesting submissions are a waste of time as Council has already made up its mind.
Earlier, under the heading of Connected Coastal Paths and Tracks, reference was made to what is called the Red Rocks Trail, given that nothing appears under that name on Council's web site it is assumed reference is being made to what an information item referred to as the Red Rocks Coastal Walk. Let's be honest, and call it what it is. I suggest Council knows very well that this is not a trail as most New Zealanders understand the word, the chosen walking surface for most is along the unformed legal road used daily by 4wd vehicles, it is likely more appropriate to refer to it as a 4wd access track. Subtle changes like this are a well-known trait of spin doctors.
The draft plan has Wellington's Te Aranui O Poneke (Great Harbour Way) finishing at Owhiro Bay. This end point, is in conflicts with that promoted by both Boffa Miskell, and the website www. greatharbourway.org.nz. Perhaps Council needs to state its case explaining why it believes end point should be at Owhiro Bay.
Might I also suggest, that to avoid speculation, the specific user groups should be identified who will potentially benefit from Management approach- B- Maintain and enhance off-road coastal tracks

Page 29
Managed approach – Dogs
Perhaps harsh, but there is a "pithy" bit of text here. Personal observations suggest on average 25% of dogs seen in the Te Kopahou zone are off leash. Questions need to be raised as to why the plan is silent on fully explaining why specific areas (such as Te Kopahou) are not approved off leash zones and highlight potential penalties. Perhaps you should self-test the situation by asking how many prosecutions or infringement notices have been issued over say the last 5 years. This is a good example of Council creating rules but generally failing to enforce them. Just weeks ago (1/6/25), I sent an email to the Parks Ranger responsible for the South Coast saying "passed three dog walkers when heading out this morning. Not one dog was on a leash." I speculate it will not be too long before Kiwi are seen or heard in this zone.

Page 33
Pathway 3.3
It would be helpful if the text included comment on what period Waitaha people are said to have occupied Wellington along with general location, etc.

Page 34
Evaluate the functions and design of coastal carparks
Perhaps I have overlooked something but I do not recall seeing discussion on any current adverse design elements.

Page 36
Pathway 4.1
As written, it is unclear how the diverse coastal ecosystem enhances climate resilience. This could well be another example of folk being provided with inadequate information on which to form an opinion. Officers may wish to

reconsider the current text.
A reworded section would provide the opportunity to give clear examples of where climate change has led to habitat loss.

Page 36
Shingle beaches
As an observation I have seen "driftwood" come and go from the south coast beaches. Addressing the gravel and pebble beaches within the "Te Kopahou zone" are you able to identify which beaches have particularly benefited by the retention of driftwood?
Under the heading Rocky shores, turfs and seepages, the draft includes;
"A 2004 survey of Wellington's coast identified 34 coastal turf and seepage sites, many of which are in decline due to trampling, erosion, and invasive species."
The authors have neither given the location of these sites nor identified in which zone(s) the decline is occurring in. This lack of information is a pity as it hinders keen folk the opportunity to offer solutions. There are around six or seven such sites between Hape and Karori Streams. The question I would ask is, how many of those sites are on land Council either owns or if requested can produce documentation giving them management rights? Another question worthy of contemplation is what actions have Council taken in recent years to protect those sites that are said to be in decline. I suggest some sites are on land over which Council has no legal interest and are thus outside the "Scope" of this plan. The initial statement although perhaps technically correct may have created a distorted picture.

Page 37
Estuaries
Here I would like to discuss the wording "Wellington's estuaries, such as those in Owhiro Bay, Te Kopahou, and Karori Stream, are highly modified and degraded due to sedimentation, pollution and urban infrastructure." (emphasis added)
The technical paper Whaitua Te Whanganui - a- Tara Coastal Assessment Report includes "The South Coast is characterized by high biodiversity rocky shores and reefs interspersed by a string of embayments, most with small stream mouth estuaries. These estuaries are freshwater and gravel dominated, lack intertidal flats and saltmarsh....."
There are approximately seven "estuaries" between Hape stream and Mangarara stream if both are included. Note- I have not included Karori Stream as it was singled out in the narrative. Would you please modify the text to clearly identify the specific estuaries which are said to be highly modified and degraded within Te Kopahou and explain the reasoning for the conclusion?

Page 39
Marine Coastal Area
This is another example of introducing ideas or visions for lands outside the "Scope" of the plan.

Page 41
Manage Karo and other invasive plant species
The management of pest plant species, was also discussed in the 2002 but still operative South Coast Management Plan. Current text almost suggests control is a new concept. No attempt has been made to report on the success or otherwise of works already undertaken over the years, if indeed there were any. Why not use this opportunity to tell the community what Council is currently doing or has achieved over the years?

Page 41
Support connectivity for fish passage
The obvious question here must surely be is Council satisfied that the limited works in Spooky Creek or Hape Stream as some people call it adequate to ensure tuna and whitebait can migrate freely?
Movement of these species was discussed by at least one official at a formal gathering when Council took over the Quarry from its former operators.
In addressing this question, you need to be mindful of the text within the 2002 South Coast Management Plan and thus the vision Council promoted to the community, "it is proposed to construct a rock ramp to improve fish passage."
At one point, work to date comprised a piece of old rope (possibly psat). Like most things in life monitoring and maintenance is required. On a recent visit the rope was not visible. You may wish to question ranger staff to determine the robustness of the monitoring system. If it has gone then are we talking about weeks, months or years.
A key question that I have not seen addressed is; Would fish species that require passage be present if barriers (e.g. dam) downstream were made passable?
As a broad comment the draft is lacking robust discussion around freshwater species.

Page 42
Wildlife Recovery
There may well have been significant declines or even removal of some species listed but I put it to you as currently worded you have created an inaccurate picture. I take exception with the word "absence"
The website eBird records recent sightings of both what you have called pakaha and koroa. Published material shows that over the years there have been several national censuses of the Australiasian gannet in New Zealand, the first being in 1946. Correct me if I am wrong but I have seen no evidence to suggest the Wellington southern coastline has ever been described as a breeding site. I suggest gannet species (technically I think there are 3 subspecies but never the less just called gannets) are seen on a regular basis off Wellington's shoreline.

Page 42

Kekeno
Tena rukahu tena to say “Pariwhero (Red Rocks) is a key haul-out site, where around 300 kekeno rest each winter”. Such statements reflect poorly on both the writer and those charged with editing. Both the funders (ratepayers) and the community at large expect a higher standard of professionalism. The recognized haul-out is at Sinclair Head/Te Rimurapa. The former Department of Lands and Survey even went to the extent to have a section of the headland gazetted as a Scientific Reserve to protect the habitat. This is NOT the first time I have had to remind Council.

Page 42
Mokomoko
Readers are told these small but important populations “help control insect populations” REALLY! What insect species and to what levels? Another question may well be why do they (targeted insect sp.) need to be controlled? To avoid ridicule, perhaps Council needs to identify the scientific papers they have been reliant upon.

Page 43
Protect Kekeno habitats
As part of the obligation to provide the party consulted with all relevant information, would some -one, please set out Councils thinking that gave rise to the statement “Protect Kekeno habitats by managing visitor access”

Page 47
Action Point 1
In respect of the Woodworthia minimac gecko, I suggest, that where suitable habitat exists, this species is reasonably well established between Sinclair Head /Te Rimurapa and the western plan boundary of Karori stream.

Page 47
Action Point 9
As a word of caution, based on past performance this could have the potential to reflect poorly on Council.

Page 48
Action points 11 & 12
I note there is a wish to use the Wellington Dog Review Policy to influence the management of dogs between Te Rimurapa/Sinclair Head and Oteranga Bay. Here we go again, firstly the writers have used an inappropriate official name and then land beyond the scope of the document is being discussed. Oteranga Bay is approximately 7 or 8 kilometers from the plans stated western boundary, a distance greater than Island Bay through to Waitangi Park in the inner harbour. I am not suggesting it is a bad idea but rather just drawing to your attention to the fact that if you set boundaries confine your narrative to that area. If you strongly believe there is merit in a more distant boundary, which I do, set out the case, seek comment and if supported change it. A second point here is that the draft has given no indication of species involved, current numbers or what minimum outcomes staff are looking for.
With, regard to the statement “Collaborate with Dog Control to strengthen existing patrols….” Correct me if I am wrong but surely this is just another arm of Council. The community does not need to necessarily see or get involved in inhouse matters - just get on with whatever must be done.

Page 49
Wellingtons coast is shaped
Having made the statement, I suggest it would be helpful to identify the site(s) where one could find evidence of the coast being “shaped by wildfires” The language does seem a little dramatic.

Page 50
Carbon sequestration
Expressed in tonnes or part thereof, perhaps you could indicate how much we are talking about and why alternative species would be less effective?

Page 54
Fires
While the text sounds great this is virtually a repeat of words used more than two decades ago.
The 2002 plan was quite explicit;

“Open fires will only be allowed by permit or at times and places specified by Council under the bylaws (for example 5th November celebrations)”

There is a saying that if you do what you have always done you will get what you always got.
And what is the relevance here – well in general terms in the absence of constant and consistent compliance nothing is likely to change. While some staff have been pro-active others have been less so. There is an internal problem here that needs to be addressed.
FENZ rulings around open fires have included the need for landowner consent, and it is that which is lacking in most cases. Might I suggest you seek confirmation of the need for landowner approval then ask internally how many have been issued by Council in recent years. Not to be forgotten, fires feature under “Activities that are specifically prohibited” on page 208 of the 2019 Outer Green belt Management Plan.
As I recall the SCMP also spoke of fire-retardant species being used in high-risk areas. Was anything done along these lines?

Page 58
Road stopping
Text here includes” Road stopping may be considered in exceptional circumstances where coastal road edges primarily serve recreation or environmental purposes”

I see this statement as being a deliberately calculated position with a primary focus on the unformed section of Owhiro Bay Parade beyond the Te Kopahou Information Center. If this was to be proven correct, then the word "may," has been inserted to fudge the situation as a tentative decision has already been established.
Could I please be provided with background papers which show both the development and approval stages of the policy/vision?

Page 60
Final paragraph
The text "The sector also includes the unformed legal road or coastal route, which is legally designated as a road but remains undeveloped" is a little confusing and perhaps could do with a re-write.

Page 61
Sector 1
You may wish to consider whether it is appropriate to record that the "sector" also includes two scientific reserves administered by the Department of Conservation.

Page 61
Enduring connection
I again draw your attention to the use of "official" names. You may also wish to consider adding something to the narrative about the Kinnoull dunes, the largest left in the Wellington area, parts are on Council administered land via the 1922 legal road designation.
Text in this section equally talks of a "Wellington Channel" This is not a place readily identifiable by name on marine charts, you are encouraged to find an alternative descriptive.
The final paragraph on this page includes "Traces of early settlement -urupa, karaka groves, and pa sites including Makure-rua pa, Waik- komaru pa (misspelt), Taumatat Patiti Pa (misspelt)...." Apart from the misspelling I suggest Council should be upfront and say some sites quoted are on adjoining private land. Finally, for correctness I challenge Council yet again over the presence of urupa. This should not be a document of smoke and mirrors but one of known fact. If you do not have a specific grid reference or other solid material pinpointing its/their location reference should be removed.

Page 62
Apart from naming issues I would add the following comment,
Pariwhero -The text should have included something covering statutory ownership of the land (Council & DOC) along with a few words addressing the designation created under the Historic Places Act.
Pariwhero translates to Cliff Red. It has been suggested the rocks (Toka whero) within the Scientific Reserve were likely underwater prior to the 1855 Wairarapa earthquake.

Page 62
Te Rimurapa
Let us first reflect on the chosen wording within the draft document;
"Te Rimurapa (Sinclair Head) was a Māori settlement and later served as a WW11 observation post, with visible bunkers marking its history."
As the reserve administering authority the descriptive WW11 observation post, "with visible bunkers" is certainly basic. Given that in past years, Council has been told specialists considered this to be one of the best examples of its type in New Zealand, I would have thought something more enlightening could have been used, or would that risk a backlash over lack of effort in, as statute puts it;" protecting and preserving in perpetuity"
By failing to clearly record the period of Māori occupation the reader could easily be led to believe that this was in what we might call modern times.
To save investigation, the early pa, are said to be linked to Ngati Mamoe, who reportedly arrived in the area at the beginning of the 14th century and apparently stayed for around 150 years. The construction of the observation outpost likely commenced in the late 1930's some hundreds of years later. I believe it correct to say no subsequent tribe holding mana whenua rights are known to have established either pa or kainga on this headland.

Page 62
Toka Haere (Thoms Rock)
Your choice of the Tyne is interesting in so far as there is no evidence to link this vessel to Thoms, likewise there is no conclusive evidence, as to where the vessel sank and presumably now rests.
I would again make the point that the named rock is technically outside of the scope of the plan.
Toka Haere may well be an historical name (period unknown) but little used by the wider community these days.

Page 62
Baches
The baches at Red Rocks were indeed recognized by the New Zealand Historic Places Trust (now Heritage New Zealand Pouhere Taonga). It is disappointing the text did not go further and record that the four standing baches now sit within a formally registered "Historic Area" established under the Historic Places Act 1993, this is additional to being part of the fabric of a 70 odd hectare Historic Reserve established under the Reserves Act.

Page 62
Management approach
To be polite this seems all huff with little puff. Perhaps the plan needs to set out why Council has found it necessary to say it will work with mana whenua on restoration of indigenous vegetation but makes no reference to other ethnic groups. Such statements lessen the value of the nearly two decades of community plantings I and others have been involved with.
Let us now take a quick look at action point iv-

To talk of titi reintroduction suggests they were once established. For clarity perhaps the plan needs to include some evidence of just where those nesting sites were within the Te Kopahou zone. As recorded earlier what you have elected to call Titi are known in other circles as hakoakoa or hakoko. Ornithologist Hugh Robertson, is reported to have speculated observations of the fluttering Shearwater around Wellington Harbour declined 3.1% between the years 1975 and 2021. Are you able to include any material that points to the date titi are said to have nested in this block?
Now for action point vii, – "Protection to preserve former pa, middens and archaeological sites," The land upon which these features can be found, first fell under the Reserves act decades ago with the establishment of both the Sinclair Head and Red Rocks Recreation Reserves. In 2010 these reserves were amalgamated to form what some now call the Pariwhero/Red Rocks Historic Reserve. Irrespective of classification the principles or requirements of the Reserves Act apply. Council holds no legal authority to operate in a manner contrary to the act.
Key wording in the statute includes;
S18- It is hereby declared that the appropriate provisions of this Act shall have effect in relation to reserves classified historic reserves, for the purpose of protecting and preserving in perpetuity such places as, objects, and natural features and such things thereon or therein contained as are of historic, archaeological, cultural, educational, and other special interest.
I speculate that over the years Council has FAILED to comply with these statutory provisions. In the event you hold a differing view would someone please write to me setting out the actions taken to preserve each of the recognized features within the Te Kopahou zone. I also draw your attention to the wording on page 53 of the operative South Coast Management Plan 2002;
"The heritage of the coast will be maintained wherever possible and practicable"
The 2019 Outer Green Belt Management Plan equally addresses archaeological/historic resources e.g. P 187 "Some of these features and places require protective and/or remedial work"
Further reference is found on pages 192 & 193 "Maintain vegetation around the historic features and structures to protect them from damage."
Recent images showing the antenna that formed part of the early radar system along with a few other shots have been attached as appendix 1.
Without being too blunt, I suggest it is about time Council focused on statutory obligations before running off on what I will call discretionary projects. Using the OGBMP as an example, despite the clear statement to maintain vegetation around historic features nothing appears to have been done. Unfortunately, other like examples of what I will call poor management can be found within this zone. This raises the question, why should the community have faith in Council's planning documents when its officers do not adhere to the prescriptions themselves?

Not to be forgotten it has been eight years since Council officers assisted a young academic in the preparation of what was to be called Rimurapa/Sinclair Head Conservation plan. The executive summary included;

"There are a number of threats to the survival of the heritage features of Rimurapa/Sinclair Head, especially the effects of water, vegetation and vandalism. These must be actively and regularly managed to ensure the sites future perseveration."

While Council hides behind crafted wording within management plans and public relations items, the historic and archaeological assets continue to be put at risk. Perhaps it is timely for Council to acknowledge their failings and bring the statutory obligations up to date before starting new projects.
It is most disappointing there is no narrative pointing to hope of asset protection in respect of the former WW11 military observation post, Ngati Mamoe Pa and terraced sites.
Now to quote an extract from the New Zealand Archaeological Association submission supporting the establishment of an Historical Reserve in September 2009 (16 years ago)
"The World War II Sinclair Head coast watching station/observation post, which is one of the best preserved, examples of this type of military installations in New Zealand."
I note that the text uses the word "middens" (plural) would someone please be kind enough to provide me with details of the specific location of each site. The New Zealand Archaeological Association records show just a single midden in this area recorded as R27/100

Page 63
Access to the coast
Authors of the draft have omitted to identify the source of data they have used claiming "Nearly half of Wellingtonians visit Te Kopahou annually for activities such as walking, mountain biking, fishing, horse riding and 4WD exploration.
With a population of approximately 209,000, readers are led to believe close to 100,000 locals visit Te Kopahou at least once each year. This is a bold call, and one which the community needs to be given wider information so they may assess the accuracy of such comments. It is all very well reporting the data but does Council agree with the conclusions? The narrative overlooks the fact most of the visitors only use a very limited portion of the coast.
The authors report that "public engagement and mana whenua have raised concerns about environmental impact of 4WD, safety, antisocial behaviour, and illegal poaching operations."
No attempt seems to have been made to draw upon the individual or collective views of agencies such as Department of Conservation, Greater Wellington, Police or Fisheries. Likewise, there is no mention of the views held by Council's own ranger staff who visit this coastal platform on a regular basis. Perhaps some held a contrary view or felt the isolated incidences were being exaggerated. No statistics what's- so-ever have been presented, likewise there are no examples describing the "antisocial behaviour." This is disappointing as the absence of detail denies readers the ability to visualize the size of the problem or make meaningful comment. One is left to wonder if this was a deliberate ploy. I suggest it would be most unwise to develop / advance policy in the absence of sound information.
It is highly likely the paucity of detail provided to those who use 4WD vehicles on the coast is a breach of the guidance issued by the Department of Conservation. One thing is for sure and that is there has not been

"meaningful discussion" (words used by DOC at the commencement of this submission) between the parties. Such a failing could put Council at risk of legal challenge or formal complaint to the Minister of Conservation. I would make the point that as one of the higher profile users of the coast with recognised strong connections to both conservation and heritage protection, along with being a life member of the largest 4WD club in Wellington I had absolutely no knowledge of the proposals to further limit the use of off-road vehicles until reading of them in the plan. Be assured I strongly believe consultation has been flawed. Relationships seem to count for nothing.
Progression of the plan deserves to fail at this point due to the lack of meaningful discussion. Using language from a recent Court case I put it to you Council has not fairly and fully informed the user group. It is also likely that Mayor Whanau was incorrect, when she recently said "We have worked closely with our community" sections thereof maybe, but I suggest in other areas consultation has failed to occur.
You cannot call a 1.5 hour get together where participants working within groups write a few words on "stickies" consultation. Such groupings are often domineered by the loudest voice. Council has likely tried to achieve too much in too little time. It is also possible officers have failed to acknowledge the fact that "special relationships" exist with some interest groups. In the early part of the draft plan readers were told the scope would include the unformed road. I see no attempt has been made to clarify how the Reserves Act is able to be used to influence the management of legal roads.
I invite you to look at the current text carefully, the narrative fails to;
• Clearly define the adverse issues.
• Describe Council's mitigation measures trialed to date.
• Offer the community a range of options

Returning to the issue of perceived safety a formal request for detail was put to officers on 3 June.
The Question was;
"Drawing on data for say the last two years could you please indicate the number of occasions that Council is aware of, where the wellbeing of the public was put at risk by public vehicles and indicate how many of these were known to have been referred to the Police."
Key words are "Council is aware of"
The formal response to this LGOIMA request included;
1 "Council does not hold a complete record of the number of occasions in the past two years where the wellbeing of the public was put at risk by public vehicles" and

2 "Concerns about unsafe driving or vehicle-related risks are raised with Council through a variety of informal channels, including online complaints, in-person reports to Council Rangers and through comments made at public engagement events."
The construction of the statement "does not hold a complete record...." (emphasis added) Suggests some information is held but for reasons not explained has not been released. This position could constitute a breach of the LGOIMA legislation.
It should be of significant concern that Officers are introducing matters to influence intended policy but when challenged are unable or unwilling to supply any supporting data. In this example it would appear there is no comprehensive record of the number of occasions involved. One assumes that in the absence of sound data it would also be unlikely the validity of each complaint can or had been tested. It is plausible some of the reported instances lacked substance.
The question was rephrased and submitted to the Police on 27/6/25. Their response is yet to be received. Subject to your willingness to accept additional material I will write to you again once the Police information comes to hand.
Moving away from vehicle use, saying visitors also "enjoy displays" could fudge reality. The text hides the fact most, if not all display panels have been there since day one and are looking "tired" it also overlooks the fact that at least one panel contains errors of fact which was brought to the attention of Council years ago. Reference to multiple seal colonies is also challenged.
Addressing the Te Kopahou Tracks Plan, I suggest reference should have been made to the significant departure to the vision created in the statutory SCMP.
"The area from the closed Owhiro Bay Quarry parking area to Karori Stream, and inland to the extent of the coastal catchments (Waipapa & Hape streams) will be primarily managed as natural wilderness"
This change occurred outside of any formal management plan review. To go further, I suggest there is a possibility Council likely deliberately failed to inform the community of the conflict with the operative plan.
With regard, to marine poaching, is this not a function for the Ministry of Fisheries and their warranted enforcement officers? You do not close a road because once a month you experience a "boy racer" issue, you plan a specific operation and deal to the individual(s). Given the number of discarded dog poo bags found on the coast no moves have been made to curtail dog exercise and oddly enough I suggest there is little to no enforcement, if there was to be any it would likely be focused on individuals and supported by educational material.
Caution, needs to be shown around the statement the unformed coastal road was" initially developed for quarrying." Quarrying in the early years was very much limited to the first kilometer, whereas records show a surveyed route to Karori stream was declared a road as far back as 1922. Land Information New Zealand suggests the actual field survey work may have been undertaken circa 1905. Council's 2005 document "The story of Owhiro Bay Quarry" has shingle and sand extraction starting around 1908.

Page 64
Management approach
As discussed above, Council has made a significant error in so far as it has failed to reasonably consult and provide all the relevant information to facilitate a reasoned submission. It has been at least 14 or 15 years since David Ross, the then Karori Community Constable told Council via discussions with the South Coast Ranger of the need to clarify the speed limit on the unformed legal road. As he put it at the time "give me confidence over the speed limit and I will enforce it" or words to that effect. Although David retired some years ago, I have continued to raise the matter from time to time. I invite you to look at yourselves. Here we are in 2025 and on the face of it nothing appears to have been done. If correct, in the absence of sound argument this situation reflects poorly on internal administrative

procedures.
I suggest there is ample evidence to show that the legal speed limit for the unformed section of Owhiro Bay Parade beyond the Te Kopahou information Center is 50km/h. The question I ponder is surely staff are aware of this, so what is the motive for not making it known? Statement's such as "Observe the recommended 10 km/h speed limit at all times" pushed by Council at one time failed to gain traction with many saying it lacked common sense, had no legal basis, and failed to recognize the distance some users travelled around the coast. There may potentially be a case to demonstrate the recommended 10 km limit was an attempt to undermine a lawfully set speed limit.
I suggest it is morally wrong to criticise others for their actions when part of the blame rests with Council. Perhaps some of the issues could have been mitigated if officers had of worked closer with relevant partners and specialist groups.
Regarding road closure due to swell events, I urge Council to involve stakeholders in determining the critical trigger point. Justification for this modern trend has been variable to date.

Page 64
Bach leases
Retain current leases
My concern here is around the word "retain"
Provided the conditions of the ground lease were being adhered to, did Council have any other option to not renew the leases?

Page 64
Explore potential public use options... " Implementing a book a bach system"
This seems a change in longstanding policy. Could someone please send to me a copy of the paper the decision maker signed approving this position?

Page 64
Historic coastal walk
When the long-distance coastal walk was first suggested some many years back, it was just that - A coastal walk. The obvious question is when did the vision change. The next matter is why is this even being introduced as most of such a walk is well beyond the western boundary described in the scope of this document. Has the position of key private landowners changed?

Page 65
Paragraph 2
Text here includes "supporting some of the region's last remaining intact ecosystems that reflect pre-human Wellington" Could the text please be expanded to clearly describe what you are talking about?

Page 65
Protection and restoration
To better inform the reader Council needs to explain why it thinks they have some responsibility to provide clear guidelines and information to minimize human interference with seal haul-outs. As I see it, it is a Crown responsibility under the direct responsibility of the Department of Conservation.

Page 65
Quarry
For clarity does it need to be identified that the OBQ plan is another Council plan.

Page 66
Fires
Much hype has been focused on fires and vehicles. Using available data, the question arises how many fires have been caused by vehicles on the coast, I personally know of none.
The problem seems more likely to be with the occupants of some of the vehicles which poses a different line of approach.
• How many official interactions regarding fires are there each year?
• On how many occasions did ranger or other staff request to see the land owner approval for the fire?
• How many verbal or written warnings were issued?
• How many occasions was the recommendation of prosecution considered?
As discussed elsewhere in this submission it is my belief staff have failed to present a consistent approach.
My final point on the text of this page concerns the maintenance of a drivable surface. Council must be mindful of access in the case of an emergency. The recent incident involving a KiwiRail vessel off Sinclair Head/Te Rimurapa is well worth reflecting on.

Page 67
Item 3
In the absence of a compelling case, which has not been established, I cannot support the action point.

Page 67
Item 5
As above.
It is possible the same or similar objectives can be achieved without the implementation of a permitting system. Remember permits are landowner consents with a list of conditions or expectations. Council will need resources to enforce the conditions, have a system to punish those who break the conditions, be prepared to deny permits and have procedures where decisions of Council can reasonably be contested, no simple task. The costs are likely to be significant, and in a time when both Government and ratepayers are calling for better financial management other

options need to be fully explored first.

Page 67
Item 7
As above.
As a broad statement I urge Council to think very carefully about its current position. As highlighted there have been significant failures with the consultation process. I will go further and suggest there is also strong evidence to show officers have even overlooked written undertakings to recognized special interest groups. Some in the community are questioning the value of submissions saying Council has already formed an opinion and are thus not looking for solutions with an open mind.

Page 67
Item 8
Obviously there has been wide inhouse discussion around cultural and ecological monitoring of kekeno prior to inclusion of this action point into the draft document, however this appears another example where Council, seem unwilling to share all information. The reader is left to ponder; what do they wish to monitor and why should the ratepayer become involved. In the absence of wider information, the action point is not currently supported.

Page 69
Item 1.05
It is incorrect to infer that the area as marked is a Historic Reserve. It is the "footprint" of each of the standing baches that has the designation.

Page 70
The map leads the reader to believe places such as the Run Around and Mestanes Bay are seal haul out areas. While the odd seal may be seen from time to time the descriptive is well off the mark. Likewise, I would make the point, few seals use the Pariwhero/Red Rocks area. Should you doubt my comment I would invite you to visit the area.
As a broad comment at a time when ratepayers are fed up with significant annual rate increases, it surprises me such an extravagant document has been prepared. The frugalness displayed in the earlier management plan has long gone. Colour has been used on most of the 155 pages compared to just 7 of the 75 that comprised the South Coast Management Plan 2002. Much of the text, and thus input costs, has been spent on "story telling" and while interesting, I suggest it is not necessary in such documents.

Page 70
I note one of the "Sites and Areas of Significance to Māori, a Ngati Mamoe Pa, is missing. Was this primarily the result of the site being on private land and thus outside the Scope of the document or had officers failed to observe the map layout falls short of the Karori stream western boundary by almost 2 kilometers and it is for this reason both the Pa and the Kinnoull dunes are missing?

Page 71
Could I please have some clarity around;
• What descriptive are Council reliant upon to place the Whare Raureku kainga inland from the coast and can a precise gid reference be given?
Council's 2009 Draft Reserve Classification Plan claimed the exact area was known.
• How accurate is the placement of Makure-rua? I note you have it on or near the boundary with Long Gully station some distance from the headland.

• Are you being serious in recording the quarried faces in the Run Around/ Mestons Bay area are deemed to be "significant Natural areas"

Before closing this submission, I would like to reflect on the still operative South Coast Management Plan 2002 and raise a couple of issues for which written answers would be appreciated.

Page 41
Paragraph 4
"....and by providing strong messages about responsible use, it is hoped the conflict will reduce, whilst allowing a reasonable level of access along the coastal platform track for recreational pursuits..."
In relation to this statement; (a) Is Council satisfied that over the years it has consistently conveyed "strong messages" and, (b) as a result that messaging, was there a recorded decline in conflict?

Page 42
Paragraph 1
Gate closure times
Here it is recorded that consideration would be given to the "investigating reduced hours over the winter period" Twenty-three years later I have now forgotten how many times I raised this matter with staff. To enable a sense of closure can you please confirm that notwithstanding the plan requirement and relative limited resource input, Council has done absolutely nothing? If I am wrong then I sincerely apologise but would ask that you kindly provide me with a copy of the internal paper work which would no doubt set out details of any investigation, level of consultation undertaken and the decision recommended for approval.

Page 42
Implementation
"Off-road users of the coastal road will be consulted and involved in managing access to it, erecting signs stating obligations of all roadway users and indicating the condition of the road, separating users where possible for

reasons of safety.
An assessment will be undertaken of the need to impose a speed limit on the coastal road"
My questions here are;
• Is Council satisfied it has appropriately consulted and involved "off-road users" over the years?
• What were the stated "obligations of all roadway users?
• What work was done to investigate separating users where possible for safety?
• What was the outcome of the assessment of the need to impose a speed limit?

While this paper perhaps goes on a little and at times may seem aggressive it is intended to be both thought provoking and most importantly helpful. While penning these notes it was suggested to me that the document understates the need for effective community partnerships particularly for Te Kopahou.
As a "heads up" I would welcome the opportunity to make an oral submission when the time arises. At this point, it is likely I will touch on what I saw as poorly directed consultation and the management of historic/archaeological resources.

Photo included:

Radar antenna buried in vegetation

Looking towards the site of distinct terraces (R27/102 and R27 103)
Although formally visible their value is now being compromised through lack of vegetation management.

Aerial image showing approx. terrace locations (R27/102 shown as pin point 12 and
R27/103 as pin point 13

Statutory obligations bypassed in favor of recreational track maintenance – a little used track at that.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 85

Contribution ID: 36691
Member ID:
Date Submitted: Aug 01, 2025, 11:43 AM

Q1 **Name**
Short Text
N Galbraith

Q2 **Suburb**
Select Box

Q3 **Email**
Email

Q4 **I am making this submission:**
Multi Choice
as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q10 **Please let us know a bit more about your choice.**
Long Text

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q12 **Please let us know a bit more about your choice.**
Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q14 **Please let us know a bit more about your choice.**
Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text
Leave the Island Bay Marine Centre Alone. It doesn't need strengthening - it's been there for decades. Sea LEVEL rise won't affect it for decades. What would "repurpose" it for? The Education Centre is a perfect use and I've been visiting it for many years- bought my kids and now my grandkids. It's a taonga and art of our community.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 86

Contribution ID: 36690
Member ID:
Date Submitted: Aug 01, 2025, 11:38 AM

Q1 **Name**
Short Text
A Galbraith

Q2 **Suburb**
Select Box

Q3 **Email**
Email

Q4 **I am making this submission:**
Multi Choice

Q5 **Name of organisation you are submitting on behalf of**
Short Text

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q10 **Please let us know a bit more about your choice.**
Long Text

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q12 **Please let us know a bit more about your choice.**
Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q14 **Please let us know a bit more about your choice.**
Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text
The rest of the Management Plan is ok. All I'm interested in is protecting the Island Bay Marine Education Centre. Victor and Judy are doing good work. Leave them alone to get on with it. They need help- instead of cycle lanes, support them with our ratepayer money. A much better use of dollars. They're a tourist attraction, a jewel in Island Bay's crown and an essential education facility. Everyone I know has had a wonderful experience there. They're amazing what they've done to that small building. I remember how it used to be - an eyesore and they've made it into something special.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 87

Contribution ID: 36689
Member ID:
Date Submitted: Aug 01, 2025, 11:34 AM

Q1 **Name**
Short Text: Bryan Hardie Boys

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text: I strongly support the first two items. I would like to see the orginal Māori names introduced slowly and first used in combination with established names so the majority of citizens can recognise each location.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: All are good plans.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text The Bait station in Tapteranga is a highly used and highly educational asset. It certainly has a limited life. I live nearby and see the impressive number of folk who use it on a Sunday and the number of school groups using it each week. I would like to see it maintained ata limited cost for as long as possible.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

See previous comments on a slow change to Māori names.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 88

Contribution ID: 36688
Member ID:
Date Submitted: Aug 01, 2025, 10:25 AM

Q1 **Name**

Short Text: Colin Smithies

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Evans Bay Marina Tenants Group

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: As a person of Māori heritage and more importantly I whākapāpā to Te Atiawa and therefore share a heritage linked to our coast.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Support for Cost-Neutral Remodelling of Evans Bay Marina

To the Wellington City Council,

I am writing in support of a carefully considered, cost-neutral remodelling of Evans Bay Marina as part of the Wellington City Council's Draft Coastal Plan. Evans Bay is a unique and valuable public asset that, with thoughtful investment and partnerships, can be transformed into a more functional, sustainable, and welcoming space — without placing additional strain on ratepayers.

Why Evans Bay Marina Matters

Evans Bay Marina is more than just a berth facility — it is a community hub, a recreational haven, and a gateway to Wellington's coastal heritage. However, in its current state, the marina is underutilised, at risk of collapse, and in need of modernisation to meet the city's evolving needs, it is at risk of rising sea levels and more frequent storms due the climate change.

It differs from other Marina's because it caters to the people that own boats that are not well off and need a cost-effective place to store their boat/yacht. If this marina or cost-effective solution is lost many of these boats would end up either disappearing from Wellington or end up on swing moorings in the harbour and would be uninsured (as Marine insurance is almost impossible to get on a swing mooring). In this case we would see more abandoned boats (as we see in Auckland) slowing deteriorating and becoming hazards, the cost of disposal is a significant cost to the Auckland rate payers.1 The reduction of boats in Wellington would be a blow to our boat/yacht industry, every boat/yacht owner in Wellington spend thousands each year maintaining their boats/yachts.

Evans bay Marina could be a lot more than it currently is, it could be:

· Recreational access for local residents, kayakers, paddleboarders, and swimmers.

· Berthing and marine services for boat owners and maritime businesses. There is a chance to develop a business precinct around the Mariner.

· Public amenities such as walkways, seating, lighting, and signage that encourage community use and connectivity with the nearby coastal pathway.

· A haven for protected wildlife such as the kororā.

In its current state Evans Bay Mariner is at risk of being beyond a point where it can be saved, mainly due to a lack of investment of the rental fees that are currently being paid. So, whatever is decided as a pathway forward the absolute riskiest action, in terms of cost to rate payers, is to do nothing.

A Cost-Neutral Approach Is Possible

While budgets are tight, there is an opportunity to pursue a cost-neutral or low-cost remodelling strategy through a combination of:

Public-private partnerships: Engage with the boating community, local marine businesses, and iwi to co-invest in improvements that benefit all users. If council were to offer Iwi or to a trust group or combination of these groups the marina to refurbish then the group could make the necessary improvements that would fulfil its potential. The downside to the council for this tis the loss of revenue streams from this new facility in the future. The main input from the council would be underwriting the risk to allow any group that was undertaking this to raise funds in the first instance.

Revenue-generating improvements: The council could undertake these renovations themselves by staging the renovation and selling some of the berths to fund the improvements while still having other berths for the price sensitive boat owners

Implementing upgrades in phases allows improvements to be funded through generated revenue over time rather than upfront capital.

The major problem with developing marinas (at present) is the difficulty of getting insurance and the lack of an actual asset to get a mortgage against, so (insurance aside) we would need a guaranteed cashflow from rentals etc to raise funds. But the council can raise funds to start this develop off but with a focus on I quick pay back that would remove the risk to the rate payer.

Sponsorship and grants: Both the council or private groups could tap into regional development funds, central government infrastructure grants, or climate resilience funding to support green infrastructure initiatives (e.g., stormwater upgrades, solar lighting).

Community involvement: Again, both private or council could leverage local volunteer groups and “friends of the marina” initiatives for landscaping, art installations, and minor works.

Aligning with City Objectives

This remodelling supports key goals outlined in the Draft Coastal (and the Long-Term Plan Plan):

· Resilience and climate adaptation: Upgraded facilities can be built with sea level rise in mind, using environmentally conscious materials.

· Transport and connectivity: Integrating the marina with cycling and pedestrian routes encourages sustainable travel and better use of public spaces.

· Economic revitalisation: A revitalised marina can stimulate marine tourism, events, and small business opportunities.

· Equity and inclusion: Making the marina more accessible to all — not just boat owners — strengthens community well-being.

· Enhancing the protection of vulnerable and protected flora and fauna.

Final Thoughts

Evans Bay Marina has the potential to be an iconic waterfront precinct that reflects Wellington’s character: creative, sustainable, and community oriented. But the time to act is now, delay is not an option. The Marina is suffering from a blatant lack of investment that borders on neglect and as stated previously, at this point in time the riskiest action the council can do is nothing, failing to act now will cost the rate payer more in the future.

Thank you for your time and consideration.

Yours sincerely,

Colin Smithies

Secretary and Treasurer Evans Bay Marina Tenants group

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 89

Contribution ID: 36687
Member ID:
Date Submitted: Aug 01, 2025, 10:18 AM

Q1 **Name**

Short Text: Phil Williams

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Marina: The minor works on the marina are appreciated although well overdue and not really avoiding the state of not worth repairing. One pile that my boat was secured to on pier 1 fell over.
I am concerned that the many $ going into the piecemeal repairs are going to be wasted when the marina is replaced. I urge action on this because at the same time the tenants' monthly cost of the berth is being hiked and wasted.
The management cost of the marina appears to be excessive and I would like to see a manager paid directly out of the tenant revenue.

Evans Bay Yacht and Motor Boat Club area. In appendix A why is sailing or Yachting not listed and allowed supported activity, or is that "informal"?
The yacht club area is a thriving entity and provides water borne recreational activities for a variety of groups. Parking is one of the issues that plague the club on sailing days and especially dramatically on regatta events for sailing or Wakarama, the canoe/ paddle club and TRIYA. The cycle way proposed is not the only recreation that occurs in the area and reduced parking caused by poor considerations of others in its development is bad.
The launching ramp at the club is used by all the groups listed above and is often in a poor and slippery condition. there needs to be a more genuine approach to maintaining this to a safe condition.

Hataitai Beach. The cycleway has intruded on the beach area to the point there is little or no beach at high tide. So I hope that there will be extra sand brought on to make up the beach area.
The parking in this area is also limited and precludes people from bringing their families to the beach. You say go by bike or bus ! What about the young family coming from Karori or thereabouts. What about the Mums n Dads dropping off and picking up kids from scouts and the like or the scout leaders providing activities for your young people.
It is inconsiderate planning to consider only one recreational activity.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 90

Contribution ID: 36682
Member ID:
Date Submitted: Jul 31, 2025, 02:24 PM

Q1 **Name**
Short Text

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: Mana Whenua should not be the only partnerships. There are many more cultural groups throughout the coastal areas of Wellington so the Council should take a neutral stance and not have Iwi (who are effectively commercial entities with many conflicts of interest) as part of the decision making process. Existing place names should not be changed in favour of Māori place names as they also have backstories and are in common usage.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text: Supportive of most of this section except for freedom camping which just brings more issues than benefit.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**
Long Text: Less story telling and cultural narratives. Development still needs to occur and this section should not be overly obtrusive to that.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text There is a place for non native plantings and nature beyond natives only, please don't exclude these from future plans. Open grassy spaces are a benefit too. I am supportive of better litter management too but cautious of how this will be achieved.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text Let engineering and development solutions guide coastal protection. Nature-based is only one part of the solution and as seen in other areas often just gets in the way. Seawalls, jettys, concrete and rocks are still very effective.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral

Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Appendix B; Please stop renaming every feature in Wellington to Māori place names. Existing names in English are in common usage, have meaning already and are often named after notable individuals or reasons eg. Shorland Park or Overtoun Park. This is effectively repressing all other cultures in favour of one. As this seems to be a focus for the Council, it should instead focus on naming features that do not have a name already eg. Proposal 8: Lyall Bay Esplanade Reserves to Hue te Para park.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 91

Contribution ID: 36681
Member ID:
Date Submitted: Jul 31, 2025, 01:05 PM

Q1 **Name**

Short Text: Winifred Annette Moffat

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: I am a member of Wellington Southern Bays Historical society and therefore interested in the history of the south coast and the people who were here before my pakeha forebears.
I think the Wellington Southern Bays Historical Society would like to join with and support Ngati Toa and Taranaki whanau in their efforts to strengthen Maori presence in the form of historical references and protection of this coastal area. We have resources that may be useful we could share. We are aware of several pa sites and the food sources of fishing and karaka berries in this area. I read that the glossy karaka tree leaves were a navigational aid to waka returning from fishing to their settlements along the coast. The trees also have spiritual significance.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: south coast is a wonderful recreation place for walkers & to some limited extenct access by vehicles. I have seen dogs off lead in this area which is a threat to birdlife e.g. penguins, oyster catchers - it neds surveillance & reinforcement by ranger.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

Wellington Southern Bays Historical Society has a collection of maps, photos, documents, newsclips, stories in a large cupboard in the Island Bay Community Centre. We also have a facebook page and a website wellingtonsouthernbayshistory.com Our collection is open to public on 1st and 3rd Saturdays 1- 4 pm at the Community Centre. We have an annual magazine. I researched & wrote an article about south coast karaka trees in the latest magazine no 20 2025. Barry Insull gave me a 'white knuckle' trip in his 4 wheel drive to see them, we went as far as Long Bay and saw many.
Te Kopahau Reserve Information Centre is a useful introduction to visitors.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

It is important to protect and enhance the natural environment. Robert Logan who was a member of WSBHS fought long and hard to get the quarry closed - we acknowledge him for this work. In 2020 we had Myfanwy Emery, at that time a WCC ecologist, address one of the quarterly public meetings the Society holds each year.

I am concerned about runoff from the Southern Landfill, this enters the sea and causes pollution and damage to sea life. Litter is a concern and needs to be controlled

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

South Coast to me is an awe inspiring - even intimidating place, the elements are forceful here. The Historical Society has stories about coastal shipping which have come to grief here - I think of La Bella beached on Owhiro Bay in 1909 approx. The Penguin, the Tyne and others. Nature based solutions ar the only way anything else would be torn apart !

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Don't know
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 92

Contribution ID: 36680
Member ID:
Date Submitted: Jul 31, 2025, 12:56 PM

Q1 **Name**

Short Text: Kerry Shaw

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: I support active partnership. Both mātauranga Māori and Western science tell us that kororā are tohu, indicators of the health of the coastal marine environment . As this whakatauki tells us: 'He kororā he tohu oranga (The little penguin is the sign of life), the success of kororā populations can inform us about the health of our harbour.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: I somewhat oppose as some of these activities could impact little blue penguins (kororā), habitat enhancement. I would support this value more if
• Signage for dogs was increased or improved. Signage can help educate the public about penguin presence and appropriate behavior in coastal areas, reducing disturbance.
• There was better management of dog behavior. Public feedback highlighted concerns about dogs disturbing wildlife, particularly nesting penguins.
• There was better enforcement of dog restrictions in coastal areas to mitigate dogs being off lead in "dogs on lead" areas.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

Protection and restoration of natural habitats. Actions related to restoring dunes, wetlands, estuaries, and protecting seeps and rock pools can provide crucial nesting and foraging habitats for penguins.
Making penguins the iconic coastal species to represent conservation aspirations. This highlights the importance of kororā in overall conservation efforts and could lead to more focused initiatives and public awareness campaigns.
Make use of pūrākau (stories) and visuals to make this message impactful and relatable. For example, a sculptural trail could be used to signpost where kororā are nesting, and to tell stories that will encourage people to respect and protect them.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Tackling invasive species. This includes promoting predator control and restricting cats, which are significant threats to penguin populations.
Addressing pollution. Actions to fix pipes, use drain traps on stormwater outlets, and sweep streets more regularly can reduce pollution that harms marine life, including penguins.
Strengthening wildlife protection. The plan specifically mentions seeking resources to enhance protections for kororā, geckos, and seals.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Protection and restoration of natural habitats. Actions related to restoring dunes, wetlands, estuaries, and protecting seeps and rock pools can provide crucial nesting and foraging habitats for penguins.
The creation of new habitats along the waterfront for kororā, where the Council has been strengthening structures, creating safe homes for penguins.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Te Kopahou & coastal route
Taputeranga
Southern Bays
Rangitatau
Moa Point to Breaker Bay
Te Whanga Rāwhiti
Eastern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Signage. Increased or improved signage can help educate the public about penguin presence and appropriate behavior in coastal areas, reducing disturbance. This should include clearer communication and stronger enforcement of dog restrictions in coastal areas.
There needs to be clearer signage that dogs should be on a lead at all times on all the sites ticked above. Dog owners don't seem to be aware that the default on the coast is dogs on lead unless signed that the dogs can be off lead.
Key areas for Dogs on Lead signs as they have had recent dog kills are:

At the start of the Te Kopahou & coastal route so people know that dogs should be in control near the wildlife on the beach.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Signage. Increased or improved signage can help educate the public about penguin presence and appropriate behavior in coastal areas, reducing disturbance. This should include clearer communication and stronger enforcement of dog restrictions in coastal areas.
There needs to be clearer signage that dogs should be on a lead at all times on all the sites ticked above. Dog owners don't seem to be aware that the default on the coast is dogs on lead unless signed that the dogs can be off lead.
Key areas for Dogs on Lead signs as they have had recent dog kills are: Area from Owhiro Bay boat ramp to the lighthouse, ie coastline opposite the Beach House cafe.

Each end of Hougton Bay off lead area - before the revetment starts & rocky headland on the other side, as

penguins nest there.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text Signage. Increased or improved signage can help educate the public about penguin presence and appropriate behavior in coastal areas, reducing disturbance. This should include clearer communication and stronger enforcement of dog restrictions in coastal areas.
There needs to be clearer signage that dogs should be on a lead at all times on all the sites ticked above. Dog owners don't seem to be aware that the default on the coast is dogs on lead unless signed that the dogs can be off lead.
Key areas for Dogs on Lead signs as they have had recent dog kills are:
Each end of the Seatoun beach ie near boat ramp and the Seatoun wharf, then the other end at the start of Hector St.

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text ignage. Increased or improved signage can help educate the public about penguin presence and appropriate behavior in coastal areas, reducing disturbance. This should include clearer communication and stronger enforcement of dog restrictions in coastal areas.
There needs to be clearer signage that dogs should be on a lead at all times on all the sites ticked above. Dog owners don't seem to be aware that the default on the coast is dogs on lead unless signed that the dogs can be off lead.
Key areas for Dogs on Lead signs as they have had recent dog kills are - Around Miramar peninsula, especially Shelly, Kau & Mahanga Bays.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Forest & Bird Places for Penguins project which monitors Penguins around the Wellington coastline will be keen to support the proposed Penguin sanctuary at Moa Point to Tarakena Bay.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 93

Contribution ID: 36679
Member ID:
Date Submitted: Jul 31, 2025, 12:47 PM

Q1 **Name**
Short Text
Ben

Q2 **Suburb**
Select Box

Q3 **Email**
Email
[redacted]

Q4 **I am making this submission:**
Multi Choice
as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q10 **Please let us know a bit more about your choice.**
Long Text

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q12 **Please let us know a bit more about your choice.**
Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q14 **Please let us know a bit more about your choice.**
Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text
Hi my name is Ben and I am emailing you in support of saving the Island Bay Bait House.
I have heard that Wellington council are looking at closing it down.
It is a great place for children and adults to learn about the sea life and it is a icon of Island Bay.
I ask you please instead of killing the fun how about supporting it.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 94

Contribution ID: 36676
Member ID:
Date Submitted: Jul 31, 2025, 09:29 AM

Q1 **Name**
Short Text: Zoe Heine

Q2 **Suburb**
Select Box: Newtown

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays
Rangitatau
Moa Point to Breaker Bay
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I support introducing night-time and public holiday closures for 4WD access and a permit system to better manage vehicle use on the coastal road.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I support renaming Shorland Park as Te Mapunga Park.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text I support establishing the coastal stretch from Rangitatau to Wahine Reserve as a dedicated kōrora (little penguin) sanctuary

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text I support exploring a future recreation-focused redesign of Massey and Shelly Bay Roads to support walking, cycling, and coastal access. The coastal areas along this area are wonderful but it is not friendly to walking.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more

accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 95

Contribution ID: 36672
Member ID:
Date Submitted: Jul 30, 2025, 08:45 PM

Q1 **Name**

Short Text: Brian Walters

Q2 **Suburb**

Select Box: Houghton Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Te Ohu o Te Raekaihau

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Tautoko ana mātou i ngā hiahia me ngā wawata o te mana whenuea

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: A review of an optimal track network would greatly enhance reserve user's experience

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: We acknowledge the importance of matauranga Māori to help achieve our vision

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text We create systems of care (kaitiakitanga) for both living and non living entities to continue over hundreds of years

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text We support the naming of Haewai.
This is consistent with archaeological findings
It is pushed by mana whenua under WCC's Council's Naming Policy – Te Māpihi Maurea
Specifically regarding the document
- We wish to clarify that the reserve is not currently used by the community
- There is some inconsistinency on p75 and p77 with the description of the location. Te Raekaihau Point is the seas side of the road. Te Ohu o Te Raekaihau operates on the headland side of the road which is also the area to be named Haewai.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. -

Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Don't know
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

In light of the proposed Haewai name change, it may pay to think about the naming of Buckly Road Reserve and how the Haewai naming might impact this.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 96

Contribution ID: 36671
Member ID:
Date Submitted: Jul 30, 2025, 06:49 PM

Q1 **Name**
Short Text: Sonia

Q2 **Suburb**
Select Box: Kingston

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text: Absolutely agree with this, excited to see some traditional Māori place names around!

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text: Your action of: Identify areas where bollards, landscaping, and other interventions are needed to prevent vehicle intrusion into sensitive ecosystems.
I absolutely agree with this statement. There are a number of people that drive vehicles around with no respect for the land, and there needs to be clear barriers to prevent intrusion into the ecosystems. There are several notes about "A number of rare and threatened plant and animal species and naturally rare or threatened plant communities are present" and it would be devastating if we were to lose them.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Absolutely agree with these points, strongly on action numbers 1, 2 and 4. It is super important to keep our native wildlife safe, including free from litter, and a dark sky project would be amazing.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Agree with supporting the GWRC on work here, and also need some dune resilience.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I have concerns around the unformed coastal road beyond Ōwhiro Bay, extending past Te Kopahou. It's marked on your map as a '4WD adventure' spot, but in reality it's a playground for yobbos in their silly 4WDs that have little or no respect for the land or the wildlife. They hoon along the beach going 80kmph towards seals and birds, tearing up the ground by not sticking to the track and making general nuisances of themselves. It is a beautiful place, and as a hiker I appreciate the natural beauty of it all. I believe restricting vehicle access would make it a safer place for nature and people on bikes/walking.
There is also concern around people driving down there to fish/remove shellfish that are beyond what the law says is a suitable amount. If vehicular access was restricted it would be less likely that this would continue to happen, as your plan says "The coast is our storehouse; it must provide again for our future generations." and at this rate it won't.
While talking about restricting vehicular access, even limiting it as you mention in your plan would be a fantastic start, but closing the road at Karori Stream (towards Tongue Point) for vehicles would be beneficial to not only the wildlife but the landscape itself. This must be something that everyone should agree with, as I believe there are also historical sites along the coast of importance for both Māori and Pakeha.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

As per my comment on the unformed coastal road beyond Ōwhiro Bay, extending past Te Kopahou being restricted, I think within Appendix A it needs to be updated from 'allowed' to 'managed' or 'restricted' to protect the land and the wildlife.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 97

Contribution ID: 36670
Member ID:
Date Submitted: Jul 30, 2025, 06:39 PM

Q1 **Name**

Short Text: Warrick Lyon

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 98

Contribution ID: 36669
Member ID:
Date Submitted: Jul 30, 2025, 05:49 PM

Q1 **Name**

Short Text: Pita & Ness

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Tū Mātau Ora

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: This could be strengthened further to include taura here Māori (from other areas) who make up a large percentage of Māori in Pōneke, and contribute to our community and kaupapa Māori.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: We would like to see taonga tākaro reflected in this Whai Wāhi. Things like māra hūpara (nature play with local pūrākau) are affordable, multipurpose, environmental, and help connect people to places and with Māori culture. It would also help achieve WCC Te Whai Oranga 4.3 to normalise Māori games.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Tautoko all kaitiakitanga

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Manaaki Whenua, Manaaki Tangata, Haere whakamua
If we take care of the earth and take care of people, we will take care of the future

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support

A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text We look forward to sharing more whakaaro in person and welcome kōrero at any time.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 99

Contribution ID: 36668
Member ID:
Date Submitted: Jul 30, 2025, 04:25 PM

Q1 **Name**

Short Text: Andrew Day

Q2 **Suburb**

Select Box: Kingston

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Actively involving mana whenua in the management of these places will help achieve the best outcome for all.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: I support what the council is proposing, with some changes to the 4WD access only.
The 4WD current access on the unformed coastal roads heading from Sinclair Head/ Te Rimurapa up to Karori Stream Estuary is troublesome. This road is used to access the coast past the Karori Stream Estuary, past Tongue Point and up to Waiariki Stream. The road passes through a number of archeological sites listed with heritage NZ and through a number of sites containing threatened biodiversity. The largest amount of damage caused by the 4WD vehicles is past Karori Stream, heading North-West up the coast. So that 4WD enthusiasts are not disadvantaged, I believe the council should block the road and any access past Karori Stream, so that vehicles can access the route between Sinclair Head and Karori Stream, entering or exiting at Karori Stream via Noel Ashton Way. Blocking the unformed road past this point (on the Tongue Point side) does not overly disadvantage anyone nor take away from locals enjoying that area, so does not diminish any values of the proposed plan, yet it puts in place protections for historical, cultural and biodiversity values present in the adjacent area - thereby strengthening and adhering to the proposed Management plan's values of Hononga Taiao/ Enduring connection to the landscape and Tiaki Taiao/ Protection & restoration of coastal ecosystems.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text I strongly support this value, my aforementioned request to block the coastal road access past Karori Stream will help realise this value and have an enduring impact by protecting the coastal character through careful design, and at the same time recognising and honouring coastal cultural heritage.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text This is a highly important value, as this will ensure the coast remains a valued asset for generations to come. To help achieve this, as per previous comments I request that the council limit the coastal unformed road used for 4WD up to the Karori Stream Estuary and no further. This will allow 4WD access from Karori Stream Estuary down to Sinclair Head and Pariwhero/ Red Rocks, yet it will protect the delicate ecosystems, biodiversity and heritage sites further north-west up the coast from Karori Stream Estuary.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I support this value strongly as it is a logical, sensible way to approach the risk of damage from extreme natural events

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text The 4WD current access on the unformed coastal roads heading from Sinclair Head/ Te Rimurapa up to Karori Stream Estuary is troublesome. This road is used to access the coast past the Karori Stream Estuary, past Tongue Point and up to Waiariki Stream. The road passes through a number of archeological sites listed with heritage NZ and through a number of sites containing threatened biodiversity. The largest amount of damage caused by the 4WD vehicles is past Karori Stream, heading North-West up the coast. So that 4WD enthusiasts are not disadvantaged, I believe the council should block the road and any access past Karori Stream, so that vehicles can access the route between Sinclair Head and Karori Stream, entering or exiting at Karori Stream via Noel Ashton Way. Blocking the unformed road past this point (on the Tongue Point side) does not overly disadvantage anyone nor take away from locals enjoying that area, so does not diminish any values of the proposed plan, yet it puts in place protections for historical, cultural and biodiversity values present in the adjacent area - thereby strengthening and adhering to the proposed Management plan's values (2, 3 &4)

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I support the proposed content of both Appendix A and B.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 100

Contribution ID: 36667
Member ID:
Date Submitted: Jul 30, 2025, 02:51 PM

Q1 **Name**

Short Text: Annie Yeates

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: It's been great to see Ngati Toa take a leadership role in the coastal restoration of Tapu teranga, and pest control along the coast.
I like the idea of the proposed te reo place names, they are very fitting.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I do think more needs to be done to protect our korora. Increased signage, increased comms re penguin aversion training, and greater enforcement if people are walking thier dogs off leash in sensitive areas. Also more signage re slowing down for penguins at night along our coastal roads.

I would like to see less traffic along the beach to red rocks. The amount of traffic really detracts from the experience of walking along the beach to the seal haul out.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text I do like historical/interpretive signage! More please!

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Wellington has a good track record with increasing biodiversity, and we need to do more along the coast.
Controlling invasive species, both animal and plant species is really important, and I would like to see more of it along the coast.
Introducing rat proof bins along the coast would be great too, particularly in popular picnic areas.
More resources should be given to managing litter from the Southern Landfill, along the roadside, and aquatic litter washed down Owhiro stream and potentially into the Tapu te ranga Marine Reserve.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text The south coast is already baring the brunt of climate change/sea level rise.
The council seem to be working well with communities such as Owhiro Bay residents association re emergency preparedness etc.
Difficult conversations need to be had about managed retreat as access to some areas/homes maybe lost in the future.

I agree with the dune restoration work, and would like to see this increase where practicable.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I would like to see less vehicles along the coastal route.
I would encourage the council to look at a permit or some such systems to reduce the traffic along this area.

I like the idea of a 'book a bach' system for dwellings along the coast, should the opportunity arise.

Very much in favour of the historic coastal walkway - would love to see this happen!

I would like to see more investment in educating the public in what a special area this is, highlighting the need for protection of threatened species.
Very keen to see more in the way of native plant reestablishment and predator control.

I am in favour of allowing the coastal route to recede naturally.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I agree with the suggested management approaches in the discussion document.
Particularly the ecological restoration of Taputeranga motu.

I would like to see the Bait House remain as it is. The current occupants seem to think the building is still fit for purpose.
It would be a shame to lose our local aquarium.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Very much in favour of the name changes.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 101

Contribution ID: 36666
Member ID:
Date Submitted: Jul 30, 2025, 11:38 AM

Q1 **Name**

Short Text: Murray Thomas

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text
I would like to make the following submission to the Coastal Plan

Beach at Shelly Bay

Due to the Cycleways reducing accessibility (Parking) to the only two swimming beaches in Evans Bay, Belenia Bay and Hataitai Beach, I would like to see included in the Plan the Making of an Artificial, Sandy , beach at Shelly Bay. Similar to what was done at Oriental Bay

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox
Yes

Response No: 102

Contribution ID: 36665
Member ID:
Date Submitted: Jul 30, 2025, 11:33 AM

Q1 **Name**

Short Text: David Laking

Q2 **Suburb**

Select Box: Southgate

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: The Wellington Boardriders Club.

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

1. Introduction
The Wellington Boardriders Club (WBC) welcomes the opportunity to provide feedback on the draft Wellington Coastal Reserves Management Plan 2025. We are a community-based organisation representing the interests of surfers across the Wellington region. Our club has a long-standing history of engagement with Wellington's coastal environments, and is committed to the sustainable enjoyment, stewardship, and protection of the region's surfing resources.
2. General Comments
We strongly support the intent of the plan to protect and enhance Wellington's coastal environment and appreciate the Council's recognition of the diverse values and uses associated with coastal reserves. For WBC and the broader surfing community, the coast is not just a scenic or ecological asset—it is a vital recreational, social, and cultural space.
3. Key Points of Interest to the Club
A. Surfing Amenity Protection
We encourage the plan to explicitly acknowledge the significance of surfing as a long-established and culturally important use of coastal areas, particularly in locations such as Lyall Bay, Houghton Bay, Breaker Bay, and the south coast from Owhiro Bay to Karori Stream.
We request that the plan include specific provisions to:
• Recognise and protect established surf breaks as regionally significant recreational assets.

• Avoid coastal structures (e.g. groynes, sea walls, breakwaters, or stormwater outlets) or activities (e.g. dredging or sand mining) that could negatively affect surf quality or wave consistency.
• Incorporate surf amenity considerations into all planning and design decisions that impact the nearshore marine environment.
B. Access to Coastal Areas
Maintaining public access to the coast is essential for recreational use, including surfing. We support ongoing investment in:
• Safe and sustainable access paths to surf breaks, including stairs, walkways, and carparks.
• Preservation of parking availability, particularly in areas like Lyall Bay where surfers require proximity due to the need to transport boards and gear.
• Timely maintenance of accessways damaged by storms or erosion.
C. Coastal Resilience and Natural Hazards
We support efforts to build coastal resilience but urge that any managed retreat or protective infrastructure be assessed in terms of its impact on surf breaks. Natural solutions like dune restoration and soft engineering should be preferred over hard coastal defences, which can degrade wave quality.
D. Environmental Stewardship and Education
As users of the marine environment, surfers are acutely aware of water quality, pollution, and coastal degradation. We support:
• Water quality monitoring and improvements, especially near stormwater outfalls. The leachate flowing into Houghton Bay from the old landfills further up the valley is of particular interest to our club.
• Community education and stewardship programs, with opportunities for WBC and other local groups to participate in beach clean-ups and conservation efforts.
E. Partnership with Mana whenua
Our club has a strong Māori membership base. As such the club supports Mana whenua engagement in coastal issues. We support the recognition and use of traditional Māori place names along the coast.
4. Recommendations
We respectfully request that the following be incorporated into the final Coastal Reserves Management Plan:
1. A clear statement acknowledging surfing as a valued recreational activity within the Wellington coastal reserves. This needs to be recognized and provided for in any future planning and/or development
2. Specific mention of key surf breaks and the need to preserve their quality and accessibility. These Are:
a) Breaker Bay, particularly the carpark and the area below the carpark.
b) All of Lyall Bay, but particularly the airport "The Corner" end of the beach. Parking along the western seawall is of significant interest to surfers. We also hold most of our surfing events here and would ask that our interest in the use of the foreshore for these events be acknowledged.
c) Houghton Bay. Parking here is very limited. The leachate issue is of particular concern to us.
d) Island Bay. The carpark area adjacent to the snorkel trail.
e) Te Kopahau coast from Owhiro Bay to Long Beach. We would ask to be consulted if any change to vehicle access conditions here is being considered.
3. A policy requiring surf impact assessments for any proposed coastal works that may affect surf spots in the areas listed above.
4. Continued provision and maintenance of coastal access and surf-friendly infrastructure.
5. Support for community partnerships in coastal stewardship and water quality advocacy.
6. Acknowledgment and consultation with Mana whenua.
5. Conclusion
Wellington's coastline is a taonga to all who use and care for it. Surfers are among the most consistent, engaged, and environmentally aware users of these spaces. We hope the Council will recognise the important role that surfing plays in the social and cultural life of the city and ensure that this is reflected in the Coastal Reserves Management Plan 2025.
The Wellington Boardriders Club welcomes the opportunity to be involved further in the planning process and to work collaboratively with the Council on matters of shared concern.
Ngā mihi,
Wellington Boardriders Club - Eke Ngaru o Te Upoko o te Ika

Q13 To what extent do you support or oppose this value and its pathways?

Multi Choice

Q14 Please let us know a bit more about your choice.

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Hue te Para
Lyall Bay
Rangitatau
Moa Point to Breaker Bay
Taputeranga
Southern Bays
Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Specific mention of key surf breaks and the need to preserve their quality and accessibility.) Te Kopahau coast from Owhiro Bay to Long Beach. We would ask to be consulted if
any change to vehicle access conditions here is being considered

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Specific mention of key surf breaks and the need to preserve their quality and accessibility.
These Are:c) Houghton Bay. Parking here is very limited. The leachate issue is of particular concern to us.
d) Island Bay. The carpark area adjacent to the snorkel trail.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Specific mention of key surf breaks and the need to preserve their quality and accessibility.
These Are: b) All of Lyall Bay, but particularly the airport "The Corner" end of the beach. Parking along the western seawall is of significant interest to surfers. We also hold most of our surfing events here and would ask that our interest in the use of the foreshore for these events be acknowledged

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Specific mention of key surf breaks and the need to preserve their quality and accessibility.
These Are:
a) Breaker Bay, particularly the carpark and the area below the carpark.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 103

Contribution ID: 36664
Member ID:
Date Submitted: Jul 30, 2025, 11:17 AM

Q1 **Name**

Short Text: David Werry

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: personally I don't support Freedom Camping in any form, as inevitably a minority will noy abide by the rules. We should adopt the same approach as Iceland, where camping or campervans are only allowed to use camp grounds, which are relatively cheap & have toilets & shower blocks. Red Rocks typifies the problem with litter over flowing bins & campervans that are clearly not compliant with self contained toilets blatantly dsplaying blue stickers that they are.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text BUT, you make no mention of the ocean ecosystems themselves, as if somehow they will be ok if you just do stuff with the coastal landscape. What about sediment run off, kina rock barrens with over fishing for fin fish & crayfish, as well as ongoing poaching on Wgtn's south coast, including in the marine reserve. Have any of you watched Dr Nicole Miller's short documentary film 'Seaweed, a Love Story'. Should be compulsary viewing for all WCC council officers & councillers. And as for Shne Jones , a supporter of bottom trawling & extracting sea floor, don't get me started. What sort of ocean are we leaving for our grandchildren??

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more

accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

My comments about the ocean ecosystem apply to all these areas

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 104

Contribution ID: 36663
Member ID:
Date Submitted: Jul 30, 2025, 11:10 AM

Q1 **Name**
Short Text
Murray Martin

Q2 **Suburb**
Select Box

Q3 **Email**
Email
[redacted]

Q4 **I am making this submission:**
Multi Choice
as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q10 **Please let us know a bit more about your choice.**
Long Text

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q12 **Please let us know a bit more about your choice.**
Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q14 **Please let us know a bit more about your choice.**
Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Draft Coastal Reserves Management Plan submission

Introduction:
My name is Murray Martin. I am a bach owner at Long Beach, west of Sinclair Head, on Wellington south coast. The bach is vehicle accessed by the unformed road section of Owhiro Bay Parade that starts at the Te Kopahou Visitor Centre. The family bach was constructed in1968 and purchased by my parents in approximately 1972. I have been frequenting this area of Wellington for some 55 years baching, diving and fishing. With a large family (and ageing) it was, and still is, important that I maintain vehicle access to the bach. As such my submission is principally concentrated on Sector 1 of the draft Plan, Te Kopahou coast and coastal route. I will address particular points of this part of the draft Plan as below. But I will also address other general relevant issues with the draft Plan at the end of my Sector 1 submission as there are a number of inaccuracies and inconsistencies in the draft Plan.
There have been significant changes to the nature and management of this portion of Wellington coastline over time, the main ones being:
- quarry closed down.
- Recreation and Scientific Reserves formed.
- rural subdivisions at adjoining coastal farms (Kinnoul Station and Long Gully Station).
- formation of a wind farm on Terawhiti Station.
- various management plans implemented by Council - Healing The South Coast, South Coast Management Plan 2002 being the significant documents.
- Council promotion of the south coast and seal haul out area as significant locations of interest for the public to visit.
- installation of electronic security gate at Te Kopahou entrance.
The public have been given two months to prepare a submission to this draft Plan. One could get the impression from the draft that it is more an informative document as to what Council intend to do, as opposed to a consultation document for the concerned public to participate in. I understand there is no appeal process available to the public prior to the Plan becoming operative therefore the Plan needs to be accurate and finite in its objective.

SECTOR 1: Management approach
1.2
The statement 90% of visitors access the reserve on foot is misleading and probably incorrect. A vehicle counter was installed at the entrance to Te Kopahou Reserve in 2020 and vehicle data collected since then. However, Council only combined pedestrian and vehicle data from 2021. This means therefore that Council are limited in what they can reliably say about the proportions of users travelling on foot versus by vehicle. Vehicle count on Saturdays average around 100 per day, and over the summer months (December-January) Council typically see around 2300 vehicles total. Over the winter months vehicle count is typically half that. The busiest single day recorded was on 9 October 2021 when 257 vehicles were counted. Now bear in mind that vehicle count does not clarify the number of occupants in these vehicles. Most vehicles are four door and would have at least 2, possibly 4 or more occupants per trip. Based on the previous figure assumptions it is clear the proportion of foot users versus vehicle users does not take into account the passengers inside the vehicles thereby not giving a reliable person head count for the different user groups.

Clause 1.2 states 'initially developed for quarrying the unformed road remains popular with 4wd users'. This statement is incorrect. The coastal road (Owhiro Bay Parade) was surveyed c.1905, actual road legislation action completed in 1922. The road was originally conceived as a scenic coastal drive from Owhiro Bay to Karori. It would have linked up with the unformed legal road running down the Karori Stream and then linking with South Makara Road, and up to Karori. This route was not developed and the unformed road was used principally as a stock route from Terawhiti, Kinnoul, and Long Gully Stations. The quarry developed the first section (city end) of the unformed road for its needs in accessing the Runaround area for quarry materials. I point out that in this era foot users along this coastline was minimal and the unformed road was eventually formed for beach buggy and, later, 4wd use. Foot users to this coastline increased dramatically when the coast was promoted by Council as an area worthy of visit. In effect what I am implying is that motor vehicles were the one of the predominant early road users, and indeed kept the road accessible for emergency personnel and fisheries protection etc. It now appears from the draft Plan that vehicle users are in danger of being castigated with suggestions from Council that their road access may be closed off via a change in status to the road (Esplanade Reserve?). To put it bluntly, vehicles were some of the original

predominate users of the road and to now suggest walkers/bikers should have exclusive access is discriminatory. Walkers/bikers should work in with these original users, not dictate their terms over the road usage.

Concerns have been raised about the environmental impact of vehicles to the coast, antisocial behaviour, and illegal poaching operations. I can assure you these claims are a minority of this user group, and with all general public access areas in New Zealand one can expect some misbehaviour. I urge Council to have a stronger Ranger approach along the coast, particularly on busy Saturdays, to ensure better vehicle management and ensure walkers' toe the line' also with satisfactory behaviour. There have been recorded cases of the walking public annoying and disrupting seals at their haul out areas.
Fisheries presence needs to be more prominent, but this is not a Council jurisdiction and out of their scope.

The road through Te Kopahou Reserve appears the area of most concern for Council with the different user groups. The road west from Sinclair Head only has very limited walker/biker activity.
Suggestion: there are only a few, albeit short, locations in the Reserve where the walkers/bikers need to use the road for passage to the seal colony, due to the nature of the terrain (steep escarpments falling direct to the shoreline). Other areas have scope for a separate walking/biking track to be formed away from the road to separate the user groups. Maybe this could be identified and put in place where possible. Refer also to my summary and attachments.

Management approach:
Restricting public access when necessary:
At various high risk periods this is agreeable with me, and indeed encouraged. Foot and vehicle traffic at high seas only endangers other members of the public at any rescue attempt.

Managing vehicle access:
Sunday gate closures are existing and prove satisfactory for vehicle users on the unformed road. This has been in place now for a number off years and the public have come to accept it as the norm.
Public holiday gate closure is not satisfactory, nor fair, to the vehicle users. For working folk this only leaves Saturday for vehicle recreational use and will put more pressure for various groups to clash on this day, especially in summer months. As Council will be aware Saturdays are the problem days for clash of the various user groups and closing the road on public holidays will only exasperate this situation.
Council has stated they have worked closely with its mana whenua partners - do they realise they may be shut out from the coast area for gathering kai on public holidays?
Non vehicle recreation is not acceptable to myself, and no doubt other vehicle users. As pointed out in my second paragraph 'the vehicles were here first' and is the sole reason the road is still in existence as we know it today. This vehicle access issue was discussed in some length for the compilation of the South Coast Management Plan 2002. There has been little change regarding interaction with the various user groups along this coastal road so I do not see any necessary cause for concern by Council.
Suggestion - maybe a bit more vehicle user and walker education could be encouraged.

Nighttime gate closure is acceptable to me, but only if vehicles can exit at night when they are faced with vehicle breakdown or getting stuck. If vehicles are not able to exit at night then this puts the security of baches at risk as users seek shelter at night. It also encourages overnighters to light fires to keep warm.

Permit system:
I struggle to see the point of a permit system for vehicle users. Who qualifies for a permit to drive the road? What is the criteria for a permit? Just because someone has a permit to use the road does not guarantee responsible use and risk environmental risks. I also question whether a permit system would be easy to administer - does a permit holder have an access card for the gate, or are they challenged by a full time gate keeper? Lots of questions and definitely a lot more work required by Council, and more compliance information required by the public for this to be instigated.

Monitor vehicle access impact:
How does Council intend for this to be instigated? Maybe this is where the Rangers could get involved. But I suspect more than the one Ranger currently used at any one time will need to be increased. Adjusting the approach to vehicle users on this information could be discriminatory, and Council could get forced into more public consultancy to be seen to be fair and reasonable.

Maintain access to the coast for bach owners between Te Kopahou and Devils Gate:
I remind Council that there are 6 baches and 1 legal household (see below - Investigate road to be reclassified as a Reserve) up to end of Long Beach, and 12 baches at mouth of Karori Stream, all west of Devils Gate. I presume access will be maintained to these structures also. If this is not the case please advise the writer.

Bach leases:
I understand leases to baches at Mestanes Bay and Red Rocks are satisfactory to the owners. Leases to baches at Long Beach could be explored by Council to be consistent.

Bach public use:.
This clause confuses me. This clause implies that when bach leases expire they will not be renewed. Is this correct? Implementing a 'book a bach' system contradicts Council suggestions of closing off the unformed road. Community access, or cultural education would probably necessitate vehicle access to move the occupants to these 'book a baches', as charging would no doubt occur, keeping in line with other private 'book a baches'.

Bach alterations and permanent living:

A typical bach definition for New Zealand is a small, modest, holiday home or beach house. Council are aware there are permanent residents on the coast. Obviously they live there because they have nowhere else to live, so, do they become homeless, which would be contrary to Government and Council intentions. I also remind Council of the legal property at the west end of Long Beach - this is a home and the owners have a right to live permanently in it. I do not see any particular issue with permanent residents on this coast but also I have no objection to bach use being monitored to keep them in line with their typical definition.

Management approach C - F:
These particular suggestions have my approval. Particular emphasis on the proposed historic coastal walkway could ensure the majority of the walk is separate from the unformed road where practicable.

SECTOR 1: Action table
3 Investigate reclassifying the coastal road (Owhiro Bay Parade) as a Reserve:
Assuming an Esplanade Reserve reclassification this would obviously have implications to the status of the unformed road (Owhiro Bay Parade), and give Council carte blanche authority to prohibit access to vehicles.
I remind Council that there is a legal fee simple property at the west end of Long Beach - 708 Owhiro Bay Parade, Makara 6972 - Lot 122 DP508140. Obviously if the road was closed then this property becomes land locked as there is no other legal means of exit from the property to a formed road (Southernthread Road is a private road). Taking this property into account a challenging legal claim against Council could occur if they were to consider closing off the road up to Sinclair Head.
A suitable document to use as a guide for Council, and the public, is Guidelines for the Management of Unformed Roads 2011 (by Heranga a Nuku). This document is quite specific on the procedure for reclassification of a public road, and the appeal process necessary to appease the public in the decision making process.
Have local 4wd clubs been notified of a possible road reclassification that would affect their access to the coast? If they have been contacted Council should have included this in their draft plan. If no contact with the 4wd clubs has been made then Council should mention this fact in their final plan decision. This would make it transparent to the general public and give them a 'heads up' on how the Council consultation process appears to them. This may also open the way to appeal the final plan (presuming this option exists).
I do not support a coastal road reclassification.

5 Permit system for vehicles:
Addressed earlier.

7. Night time and public holiday vehicle access:
Addressed earlier.

Other statements of the draft plan to be addressed
Page 12 - ecological emergency:
Rather emotive statement. I assume 4wd vehicles are in the 'firing line' again, but I advise that walking sightseers are also a threat to habitat eg; seal haul out.

Page 13 - over harvesting of coastal marine species:
Surely a matter for Fisheries and not a Council jurisdiction. I remind Council that Fisheries require vehicle access to the coastline via the unformed road to effectively perform their surveillance duties.

Page 25 - Red Rocks Trail:
This term is incorrect if referring to Red Rocks Coastal Walk, which in reality is the unformed road for most of the journey. Lets get the descriptions correct please.

Page 37 - estuaries :
Owhiro Bay stream, Te Kopahou (Spooky Creek), and Karori Stream are listed as whitebait habitat. I point out that these streams are not open to the sea and therefore cannot support whitebait breeding. Connecting these waterways to the open sea would be a good solution but this work would need to be ongoing to combat natural storm disturbance of the waterway openings to keep them open. Cost?

Page 58 - road stopping:
Refer SECTOR 1: Action table (3).

Page 61 - enduring connection to the landscape:
Could Council please clarify location of urupa and midden sites mentioned.

Page 66 - Nature - first approach to resilience:
To quote - 'Additionally, the coastal platform (this includes the road) is critical to emergency evacuation and maritime disaster response in the hazardous Cook Strait area, necessitating careful consideration of access and preparedness".
And Management approach (c) - 'Clearing slips only where necessary to keep 4wd access feasible'.

Both these statements appear to be in contradictment with SECTOR 1: Action table (3) above, which discusses reclassification of the coastal road, and probable road closure.
I also point out that slip clearance to the road is also essential for walkers and bikers (not just 4wd and emergency response vehicles) as in some locations of continual slippage access is impassable due to the proximity of the road to the sea.

SUMMARY

I have been involved as an interested party in Council submission Plans and other documents for this sector of Wellington coastline since 1994. Healing The South Coast 1994, South Coast Management Plan 2002 and Scientific Study of Vehicle Impacts on Wellington's South Coast (by Harrison Grierson Consultants Ltd) being the relevant documents.
All these documents have dwelled on the impact of 4wd vehicles on the coastal road and potential clash with other user groups. Suggestions have been made in all these documents to rectify any suggested misuse or clash of user groups to this coastal road, but apart from an electronic gate entry to the road nothing else has been forthcoming.
South Coast Management Plan 2002 Implementation: (p42) 'Off road users of the coastal road will be consulted and involved in managing access to it, erecting signs, and separating users where possible for reasons of safety". I note none of this implementation, or other suggestions, have been put in place so it makes one wonder whether there is actually an opportunity for off road users to have an involvement in managing vehicle access to this road.
Page 67 of the Plan, Action table, (#3) suggests investigating reclassification of the coastal road (Owhiro Bay Parade) to a reserve (Esplanade Reserve?). This action will require a consultation process under the existing RMA, with the right of appeal at conclusion. Chris Bishop, minister for RMA reform, may further complicate this process with replacement of the RMA with two new Acts later this year. This will require Councils to stop any plan reviews and changes for which hearings have not already started. Delays will be inevitable.
Suggestion: In respect of separating the shared carriageway (road) the users (vehicles, walkers and bikers) I have taken particular notice along the road of the areas where a separate walking/biking track may be formed. There are only two short locations, Mestanes Bay corner and the point before Red Rocks, (refer attached photos) where it would probably be too difficult to separate the user groups and controlled joint use would be necessary. Under the Proposed District Plan (Public notice 12 June 2025) construction of new public walking and mountain biking tracks within significant natural areas will still require a resource consent as a 'controlled activity'. But I would expect this to be be a mere formality for Council, without public objections, as the benefit to the various user groups far outweighs the non-benefits. This walking/biking track would be costly but a permanent asset for Council and the public and all but eliminate a clash of interests in Te Kopahou Reserve.

I also took particular notice in the Te Kopahou carpark that there is a distinct lack of information informing walkers that they are indeed walking on a public road to visit the seal colony. There is a sign inside the electronic gate that merely states 'Vehicle/pedestrian shared access' on a short hazards list (refer attachment). The WCC Red Rocks walk website does give a tip that the gate is closed Sunday and walkers would have a more enjoyable vehicle free walk. Also be aware the majority of the coast walkers probably just turn up on hearsay of what attractions are at the coast and do not know what to expect in respect of access until they get there.
On the other side of the coastal entrance are two nearly identical 4wd hazard signs merely telling drivers they need to be 4wd competent on the coastal road. No reference to legal road status or sharing the road with other users.
Suggestion: Make it very clear to the walkers/bikers that they are sharing a legal road with vehicles on 6 days a week and need to be able to react accordingly when approached. I suggest altering the website to show this, and more explicit signage in the carpark. More user education the key here.

The extent of the Taputeranga Marine Reserve (Houghton Bay to old quarry site in Te Kopahou Reserve) effectively forces kai gatherers west towards Red Rocks and further beyond. Limiting, or closing, the coastal access for these kai gatherers will no doubt spark an unsavoury reaction from these coast users toward Council. I would expect local Iwi to have some input regarding any access restrictions to this part of the south coast.

I thank Council for the opportunity to prepare and submit this submission. I do not want to make an oral submission but I am prepared to enter into informal discussion with Council on the relevant matters I have raised.

Photos include:

Point before Red Rocks

Mestanes Bay corner

Gate sign

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 105

Contribution ID: 36662
Member ID:
Date Submitted: Jul 30, 2025, 10:51 AM

Q1 **Name**
Short Text: Duncan McKee

Q2 **Suburb**
Select Box: Hataitai

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

I am a Hataitai resident since 1983. I and my family use Hataitai Beach often. It is sad to see that the beach is now swallowed, not by rising sea levels, by the incursion of the cycle lane.

Now at high tide Hataitai Beach is no more.!

This is not progress. This is raping of the coastline to suit cyclists. Not good enough WCC

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 106

Contribution ID: 36661
Member ID:
Date Submitted: Jul 30, 2025, 09:18 AM

Q1 **Name**
Short Text: Hannah Mackintosh

Q2 **Suburb**
Select Box: Newtown

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text The magic of living in a city that is regenerating our biodiversity and makes space for our birds and wildlife is one of the things I value most about this city.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 107

Contribution ID: 36660
Member ID:
Date Submitted: Jul 30, 2025, 08:54 AM

Q1 **Name**

Short Text: Linda Balfoort

Q2 **Suburb**

Select Box: Houghton Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: This is very important, but I feel that this active partnership might be better integrated into all the other values, rather than keeping it separate.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: All these pathways make sense and are important but why are these not reflected in the actions? It seems like only having two action points after offering us 6 pathways is very small. It now seems like the only thing WCC is truly working on is limiting freedom camping and "working with" the disabled community (this is too vague in my opinion, at what point is this action point "done"?).

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: I don't have much to add about this.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I enormously support this value and its pathways but I am incredibly surprised to see this at the end of the document. This, in my opinion, is the most important job WCC has in terms of managing its coastal reserves and this is the ONLY one that touches on the wellbeing/safety/long-term stability of coastal communities. Adaptive planning for sea-level rise and prioritising nature-based solutions should be the main focus of this entire document.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support

Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I am surprised that WCC has not touched on ensuring the safety of its coastal communities with respect to extreme weather events and sea level rise, rather it focuses on managing its council infrastructure. I think ensuring the safety of residents along the coast, while maybe not a direct responsibility of WCC, can easily be integrated in your considerations for the management of coastal council infrastructure, but also in the conversation around nature-based solutions. Also, who is responsible for ensuring the resilience of coastal communities?

MfE published their coastal hazards guidance sometime in the last two years. In that they discuss how a DAPP should be implemented and used. The way it is outlined on page 53 of the draft report is not in line with that; you should 1. be prepared, 2. avoid, 3. accommodate, 4. relocate/retreat and/or protect. The DAPP plan WCC is proposing is not inline with MfE's guidance and is too vague to be actually helpful in planning.

Lastly, the data used to calculate inundation areas with future sea level rise is outdates, NZSeaRise has the most up-to-date data (also discussed in MfE's coastal hazards guidance). While the eventual numbers don't change much, this is a ten year plan, and I think that should not be based on outdated data. Please work with newer data.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 108

Contribution ID: 36659
Member ID:
Date Submitted: Jul 30, 2025, 01:36 AM

Q1 **Name**

Short Text: Bence Richter

Q2 **Suburb**

Select Box: Hataitai

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text:

I welcome the council's stated commitment to a holistic approach in managing this valuable coastal area. However, it is essential that "holistic" translates into tangible, responsible action—not simply aspirational language.
The marina has suffered from a prolonged period of poor oversight, substandard maintenance, and a lack of strategic investment. In stark contrast, the yacht club remains vibrant, well-managed, and financially sustainable. It is imperative that the council does not replicate the flawed management model used for the marina at EBYMBC. The success of community-driven operations should be protected, not undermined by ill-fitting administrative decisions.
Regarding the proposed cycleway, I maintain my opposition to the reduction of on-street parking as currently planned. This reduction poses serious logistical challenges, particularly during regatta days and other high-traffic events. The council's snapshot analysis of parking demand—taken on a day when water activities were cancelled due to high winds—was incomplete and misrepresentative. There is no adequate parking capacity at the yacht club during large events, and the nature of the equipment involved makes public transport impractical.
I urge the council to consider a more cost-effective and safer alternative cycle route. A northern entrance through EBYMBC, continuing along the water's edge to the Coast Guard station and through the free-camping zone, would be an ideal solution—already used informally by many cyclists, including myself. With minimal additional infrastructure such as lighting and cameras, this route could be made suitable for day and night use.
Haitaitai Beach
I strongly support the inclusion of the cycle path alongside the jetty and changing rooms. It reflects a thoughtful integration of recreational access and urban mobility. As a regular cyclist through the area, I witness both younger and older residents actively enjoying the beachfront.
However, I note that the current cycleway alignment has encroached on beach space. To preserve Haitaitai Beach as a thriving community asset, additional sand should be added—much like the improvements seen at Oriental Bay. This would reinforce its appeal and maintain its function as a cherished public swimming area.
In conclusion, I encourage the council to maintain clear communication with the public throughout this process and to prioritise pragmatic, community-informed solutions. Investment in infrastructure must align with real-world usage and safeguard the interests of those who contribute most to the vitality of this coastal space.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text I welcome the council's stated commitment to a holistic approach in managing this valuable coastal area. However, it is essential that "holistic" translates into tangible, responsible action—not simply aspirational language.
The marina has suffered from a prolonged period of poor oversight, substandard maintenance, and a lack of strategic investment. In stark contrast, the yacht club remains vibrant, well-managed, and financially sustainable. It

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However, I note that the current cycleway alignment has encroached on beach space. To preserve Haitaitai Beach as a thriving community asset, additional sand should be added—much like the improvements seen at Oriental Bay. This would reinforce its appeal and maintain its function as a cherished public swimming area.
In conclusion, I encourage the council to maintain clear communication with the public throughout this process and to prioritise pragmatic, community-informed solutions. Investment in infrastructure must align with real-world usage and safeguard the interests of those who contribute most to the vitality of this coastal space.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

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Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 109

Contribution ID: 36657
Member ID:
Date Submitted: Jul 29, 2025, 10:52 PM

Q1 **Name**

Short Text: Casey James

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Please include bike paths and mountain bike tracks in the mix

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Please proceed with track development already proposed

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 110

Contribution ID: 36656
Member ID:
Date Submitted: Jul 29, 2025, 10:34 PM

Q1 **Name**

Short Text: James Hb Hollings

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**

Long Text: The yacht and sea scout and other boat clubs in Evans Bay are a huge public asset run by volunteers and should be supported better, not threatened with higher fees etc.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: What about opening up access around the south coast from red rocks to Makara with a proper walking track, using the Queens chain and paper roads? That would be a hugely popular walk and bike track, but it seems the council is unable to challenge private landlords who control it.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text As above, please don't chase out the EBYMC and sea scouts and other clubs which do so much for youth through higher fees and other means. They need more support, not less. Don't sell off the marina either, or privatise the management. Wellington City is the last place in the region shere it's still affordable for not wealthy people to own and enjoy a boat, unlike Seaview and Mana.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. -

Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

It should include the red rocks to mskara section, and open it up as a walking and bike track.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 111

Contribution ID: 36655
Member ID:
Date Submitted: Jul 29, 2025, 10:27 PM

Q1 **Name**

Short Text: Richard Thomson

Q2 **Suburb**

Select Box: Owhiro Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: Coastal areas aren't an appropriate place for dog recreation

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text Support nature based solutions but not ongoing beach “grading” as at Owhiro Bay

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 112

Contribution ID: 36653
Member ID:
Date Submitted: Jul 29, 2025, 09:03 PM

Q1 **Name**
Short Text: Glenn Syman

Q2 **Suburb**
Select Box: Wilton

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text: We need to ensure that water users have good access, which usually entails a car and TRAILER and parking. This is particularly important in Evans Bay.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Evans bay needs to be developed as a water sports hub. This includes support and facilities for Coast Guard, Yacht Clubs, Fishing Clubs. Users need good access and parking for cars and boat trailers

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. -

Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 113

Contribution ID: 36652
Member ID: 2288
Date Submitted: Jul 29, 2025, 08:46 PM

Q1 **Name**

Short Text DAGMAWI SHENKUTE

Q2 **Suburb**

Select Box

Q3 **Email**

Email

Q4 **I am making this submission:**

Multi Choice

Q5 **Name of organisation you are submitting on behalf of**

Short Text

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text I strongly support restoration of Maori place names, its strengthening, and also the overall effective leadership.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text All are acceptable in relation with development of infrastructure and urban spaces resulting to comfortable for citizens day to day life activities and give stunning view to the urban space.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text Fantastic bulleted points when I have seen as an architect because approaches to nature pursuing to the admiration of Maori culture.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text This is also similar as the above stated. Restoring heritage, culture, ecosystem all are keeping Maori's history which has strong argument.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Keeping nature means protecting environmental pollution leading to proper management of climate change as a result goal setting to ensuring sustainability.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Suitable to park area, recreation center, etc.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Seems like convenient to urban settings with good stunning views.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text More applicable for recreation.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text Absolutely suitable to recreation area.

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. -

Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Enough.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 114

Contribution ID: 36651
Member ID:
Date Submitted: Jul 29, 2025, 07:26 PM

Q1 **Name**
Short Text: Richard Scales

Q2 **Suburb**
Select Box: Breaker Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text See https://exploreyourcoast.co.nz/wellington/

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text EVANS BAY MARINA TO EVANS BAY YACHT CLUB:

The plans calls for an "holistic" approach to managing this area.

The marina is in trouble due to indifferent management, poor maintenance and under-investment, while the yacht club is thriving and profitable.

I oppose any move to apply to EBYMBC, the type of management that WCC has applied to the marina!

I also oppose (and did so when WCC asked for feedback about it) the reduction in on-street car parks that the cycleway under its present plan will cause.

[The snapshot view of whether this would interfere with water activities at the yacht club on regatta days, was taken by WCC when the wind was so strong that activities were cancelled for the day. So the conclusion that on-street parking was "not needed" was WRONG. There is no room to park at the yacht club when dozens of dinghies are being readied and the amount of clobber that has to be transported to boats rules out the use of buses to reach the club.]

A cheaper and safer cycleway would take cyclists down the northern entrance to EBYMBC and along the waterside to the Coast Guard station, the through the free-camping zone to the already completed Cobham Drive cycle way. It's a great route which I follow on my bike trip to the CBD. For night-time use, just a few lights and security cameras are all that is needed.

HAITAITAI BEACH
I applaud the new cycle-path passing beside the jetty and changing rooms. Although not a swimmer myself, I see young (usually on the beach) and old (usually on the jetty) enjoying the water access as I cycle to the city. BUT the

cycle-way has stolen a meter or so of beach. I would urge adding more beach (similar to that in Oriental Bay) to retain this as a popular "swimming hole" .

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 115

Contribution ID: 36650
Member ID:
Date Submitted: Jul 29, 2025, 07:16 PM

Q1 **Name**

Short Text: John bristed

Q2 **Suburb**

Select Box: Mount Victoria

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:
What is a mana whenua presence?
Why?
Are Māori more important than the rest of us?

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I wish you'd provided the questions and explanations in clear English. I have absolutely nothing against Māori but I do not understand many of the Māori words you used in this questionnaire.
I do not believe that Māori have any greater right - except in currently used traditional areas- than other New Zealanders.
I do not want to see more exclusively Māori areas or control than there is currently.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 116

Contribution ID: 36644
Member ID:
Date Submitted: Jul 29, 2025, 02:31 PM

Q1 **Name**
Short Text: Helen

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text: Mana whenua leadership is likely to improve ecosystem mamangement. Original Maori names should be used.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: connected paths will enhance access

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Reducing run off and enhancing coastal biodeiversity is essential to protect the marine ecosystem.
The marine ecosystem could be further supported by extending the marine reserve and better managing fishing in the harbour.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text nature based solutions are important

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I support removal of the bait house with relocation of the aquarium

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 117

Contribution ID: 36642
Member ID:
Date Submitted: Jul 29, 2025, 12:55 PM

Q1 **Name**

Short Text: Pete Humphris

Q2 **Suburb**

Select Box: Paparangi

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: New Zealand is multicultural and many services are becoming inaccessible with Maori only names. I support having both, but not renaming so that all boaties, divers, recreational users have to learn a new set of placenames. Have both. I also believe that the management should not be Maori alone, it should be accessible to New Zealanders and access is not guaranteed if it is not managed by representatives of all cultures.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: We should retain access along the red rocks coastline. I understand the few are making it hard for many people who rely upon it for recreation and food. Simply closing it has a much greater impact on wellbeing. There must be other ways to manage the area and retain access (I used to use this all the time, I now use a boat. However, I know many people that still drive along the coast as part of their way of life.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text: I support the values, but not at the cost of recreational use or a multicultural approach. New Zealand is diverse and that makes it an amazing place to live. We should honour our diversity.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text So much of the values resonates with me but the intent to restrict access does not work for me. There must be other ways.
The baithouse, also, is iconic. We should protect that aquarium and give it longevity. Make no decision until the baithouse aquarium has a confirmed future (even if its not on that site)

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text The values may not translate into tolerable outcomes. Yes protect nature, but keep access. One day we may not be able to use the coast because of sea level rise, but until then, make it accessible to all.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Rangitatau
Moa Point to Breaker Bay
Taputeranga
Southern Bays
Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text These belong to all people and are critical areas for recreation and food for all people.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 118

Contribution ID: 36640
Member ID:
Date Submitted: Jul 29, 2025, 11:22 AM

Q1 **Name**

Short Text: Simon Allison

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I don't support restricting access to the south coast, specifically the Red Rocks area. As a family we travel to the area to enjoy recreational activities, including fishing and diving. In doing so we add to the economic outcomes in the area. If the access is restricted, it's unlikely we'll continue to visit the area.
I suspect a minority of visitors to the red rocks area contribute to reckless behaviour and undertake the environmental damage. Those, like me, who are passionate about fishing and diving are supportive of positive environmental outcomes.
Other areas in the Wellington region are proposing closing a similar coastline (beyond Cape Palliser), if both of these were to be restricted, this would be a negative outcome for recreational fishers and divers. It would also have an unintentional negative impact on the environment as there would become less places to collect kai moana and put significantly more pressure on other areas, leading to overfishing. Kina are also a major issue for marine coastlines, how would central or local government propose keeping kina numbers uncontrol in these restricted areas.
In summary, I support positive environmental outcomes but don't support restricting access to coastlines.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text But as per above, without restricting access around Red Rocks.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more

accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 119

Contribution ID: 36639
Member ID:
Date Submitted: Jul 29, 2025, 10:17 AM

Q1 **Name**

Short Text: Parker Jones

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Mainland Island Restoration Operation (MIRO)

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Rangitatau
Moa Point to Breaker Bay
Hue te Para
Lyall Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text Mainland Island Restoration Organisation (MIRO) holds a high impact permit to protect and study the native banded dotterel, pohowera, along the Wellington south coast and harbor. We are now entering our 10th year of protection and study of the pohowera at Parangahau Lakes and the Eastbourne foreshore, 5th year at Baring Head and 2nd year at the southern end of the Wellington Airport. We have taken the nest success at Baring and Parangahau from 3% to over 50% through many protection methods including signage, predator control, rahui, fencing and public engagement.

The pohowera are at risk and in decline, the same as the little blue penguin which MIRO is also protecting, so it is important to protect any place the pohowera are currently nesting. The Wellington airport nests were located at the south end of the runway, both inside the safety fence, and outside on the seaward side of the road. In the 2024-2025 nesting season, we monitored 8 nests at the airport which produced 3 successful fledglings. Unfortunately we lost a number of chicks after the nests hatched due to predation. Our trapping around the airport nesting area leads us to believe that cats are the main predator of the chicks at the airport.

The area south of the road is prone to many humans taking pictures of planes taking off. In order for this population to be productive, the threat of human and introduced predators destroying pohowera nests and chicks must be mitigated using similar methods MIRO has developed over the last 10 years at the other areas we are working in.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

It looks like the little blue penguin is being well catered for, we also need to help the pohowera that are nesting at the south end of the airport.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 120

Contribution ID: 36638
Member ID:
Date Submitted: Jul 29, 2025, 10:11 AM

Q1 **Name**
Short Text: Cathy Strong

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Whanga Rāwhiti
Eastern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text
...However the map shows dogs no longer allowed on Worser Bay, but only on the little traffic island across from the surf club. See attached.

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text
Thanks for your response. I have been able to blow up the draft plan and, indeed, see off leash is still planned for Lyall Bay.

...However the map shows dogs no longer allowed on Worser Bay, but only on the little traffic island across from the surf club. See attached.

Would you also pass on my observation about the horrible design of the plan — white font on pale blue background is unreadable and one of the first things teen-age designers learn to avoid. Many people I've talked to say they haven't read it because it looked to difficult. They didn't identify the anti-readability fonts, but it would turn off anyone right from the first pages.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 121

Contribution ID: 36636
Member ID:
Date Submitted: Jul 29, 2025, 09:54 AM

Q1 **Name**

Short Text: Heritage New Zealand Pouhere Taonga

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Heritage New Zealand Pouhere Taonga

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text SUBMISSION FROM HERITAGE NEW ZEALAND POUHERE TAONGA ON TĀTOU KI UTA – DRAFT COASTAL RESERVES MANAGEMENT PLAN
1. Thank you for the opportunity to make a submission on the Tātou ki Uta – Draft Coastal Reserves Management Plan 2025.
2. Heritage New Zealand Pouhere Taonga (HNZPT) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead heritage agency.
3. HNZPT is supportive of the overall direction of the Tātou ki Uta – Draft Coastal Reserves Management Plan 2025. HNZPT appreciates that there is substantial mention of heritage throughout the plan, including the mention of various heritage places which contribute to the heritage values and management of Wellington's coastal reserves.
4. HNZPT supports the active partnership between Wellington City Council and mana whenua who are Taranaki Whānui and Ngāti Toa Rangatira (Ngāti Toa). As indicated in the draft plan, mana whenua are

the kaitiaki (guardians) of Wellington's coastline and active partnership with mana whenua is very important in the preservation and continuity of heritage features of the coastline.
HNZPT Position on Key Heritage Places and Features
5. Heritage New Zealand supports that the wharves and jetties which "provide access for fishing, diving, and social gatherings, while also serving as launch points for boats and popular spots for jumping into the water" are also recognised as heritage assets and should be protected as they have heritage value
(64 4) 494 8320 Central Regional Office Level 1, 79 Boulcott Street PO Box 2629, Wellington 6140 heritage.org.nz
by contributing to the recreational use within these public spaces. HNZPT supports the seven pathways the Wellington City Council has highlighted for the access to the coastal amenities for public usage.
1
6. HNZPT supports the maintenance and use of historic baches at Mestanes Bay and Red Rocks. HNZPT supports the Council to retain the current leases for these baches and for the ownership to revert to Council when the lease is relinquished. HNZPT also supports the Council to investigate choicesfor public use for the baches and to partner with "mana whenua to assess their potential as whare wānanga spaces for cultural and environmental education".
2 Implementing a public feature for the historic
baches at Mestanes Bay and Red Rocks will provide communal benefits for the long-term public use of the baches.
7. Heritage New Zealand strongly supports the references in the plan to archaeological sites such as pā, karaka groves, tauranga waka (traditional landing places), and middens. These places reflect the rich coastal cultural heritage, particularly in connection to mana whenua and their connection to the whenua. HNZPT acknowledges that "wāhi tapu are sacred sites of spiritual and cultural significance while wāhi tūpuna connect Māori to their heritage and reinforce whakapapa"3
.
8. HNZPT supports the preservation and the enduring connection to the landscape for Taputeranga. HNZPT acknowledges the deep symbolisms and cultural heritage significance for Ngāti Toa and enduring connections with Taranaki Whānui in this region and strongly supports the preservation of cultural heritage mentioned in the plan for Taputeranga Island.
9. HNZPT acknowledges the work Council is undertaking with mana whenua to implement cultural restoration initiatives in Te Kopahou Reserve. HNZPT also acknowledges that a specific cultural restoration plan for Te Kopahou will consider maintaining the Te Kopahou Visitor Centre to incorporate and enhance cultural and educational elements that reflect the area's unique heritage and significance. HNZPT supports the maintenance and use of Te Kopahou Reserve and acknowledges that it will be a significant place commemorating history.
10. HNZPT strongly supports the key heritage features mentioned in the Rangitatau Moa Point to Breaker Bay section in the plan and supports the key sites and stories of significance of Rangitatau Pā and Poito Pā in relation to the significance of Wellington's coastal reserves.
11. HNZPT is also supportive of the heritage areas mentioned in Sector 8 (Te Rāngai o Onemutu Oriental Bay) for recreational use including Clyde Quay Boat Harbour, Cog Park heritage area, and Oriental band rotunda which reflect the rich historic heritage of the Wellington region.
12. HNZPT understands that coastal heritage is dynamic, and not all structures can or should be preserved, as some heritage sites may deteriorate through erosion, sea-level rise or natural degradation. HNZPT always takes a pragmatic approach to the heritage values of structures and assets, such as seawalls, which provide an important practical protective role in the dynamic coastal environment.
1 Tātou ki Uta Draft Coastal Reserves Management Plan 2025, page 21 2 Tātou ki Uta Draft Coastal Reserves Management Plan 2025, page 64 3 Tātou ki Uta Draft Coastal Reserves Management Plan 2025, page 33
(64 4) 494 8320 Central Regional Office Level 1, 79 Boulcott Street PO Box 2629, Wellington 6140 heritage.org.nz
13. HNZPT understands that it is important to enrich coastal storytelling through the Māori narratives of iwi and mana whenua through storytelling, interpretation and design in relation to the rich cultural narratives relating to Wellington coastal reserves. Such narratives provide rich cultural history which is beneficial for the long-term community understanding of the coastal reserve.
HNZPT Corrections to the Plan

14. HNZPT has found a few minor errors in the Tātou ki Uta – Draft Coastal Reserves Management Plan 2025. HNZPT would appreciate if the Council makes the following corrections to the plan:
• In Section 1: Te Takenga/Background: Under Strategic and Legislative Contest, the plan indicates that one of the enabling legislations is, Heritage Poutama Act. This is a mistake as there is no legislation called Heritage Poutama Act. The correct statutory legislation is Heritage New Zealand Pouhere Taonga Act 2014.
• In Section 4: Ngā Rāngai Whakahaere/Management sectors: Under key sites and stories of significance, for Historic Baches at Mestanes Bay and Red Rocks, the plan indicates that these places are recognised by the New Zealand Historic Places Trust. Heritage New Zealand Pouhere Taonga was formerly known as Historic Places Trust, but the name was changed in 2014. The correct wording should be:
Historic Baches at Mestanes Bay and Red Rocks are recognised by the New Zealand Historic Places Trust Heritage New Zealand Pouhere Taonga and offer a glimpse into early 20th-century coastal life, reflecting a period of resilience and community along the coast.
Concluding remarks
15. Heritage New Zealand Pouhere Taonga looks forward to further opportunities to be involved in future decision-making stages of the Plan. We are available to speak to our submission at an oral submission. We are also available to answer any queries that Council may have regarding the submission and continue to be able to offer advice to Council regarding heritage conservation, and advice concerning archaeological authority requirements under the Heritage New Zealand Pouhere Taonga Act 2014.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 122

Contribution ID: 36635
Member ID:
Date Submitted: Jul 29, 2025, 09:46 AM

Q1 **Name**

Short Text: Meridian Energy Ltd Attn: Lynley Fletcher, Environmental Manager

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Meridian Energy Ltd

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: As the owner of a large wind farm on the hilltops in the Te Kopahau coastal area Meridian is particularly interested in managing the threat and impact of wildfires. Meridian supports the stricter management along the coastal edge, including vehicle restrictions, permits and night-time closures.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Don't know

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Don't know

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Meridian strongly supports Pathway 5.3 and the Management approach and Sector 1 1.2 to Manage the Threats and Impacts of Wildfire

As the owner of a wind farm on the hilltops in the Te Kopahau coastal area Meridian is particularly interested in managing the threat and impact of wildfires. Meridian supports the stricter management along the coastal edge, including vehicle restrictions, permits and night-time closures.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text As the owner of a wind farm on the hilltops in the Te Kopahau coastal area generating enough power for approximately 72,000 average NZ homes, Meridian is particularly interested in managing the threat and impact of wildfires.

Meridian supports the stricter management along the coastal edge, including vehicle restrictions, permits and night-time closures.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Don't know
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Don't know
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Don't know
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support

Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Don't know
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Don't know
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Don't know
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Don't know
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Don't know
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Don't know

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 123

Contribution ID: 36634
Member ID:
Date Submitted: Jul 29, 2025, 09:40 AM

Q1 **Name**
Short Text: P A A Holden

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text I strongly support controlling of invasive species, rats, stoates and plants

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I strongly oppose the Bait House (Marine Reserve Centre) being demolished. (1) It is an historical place for the community especially the Italians and Shetland Islanders. (2) The Marine Reserve Centre is a gathering place for many from the community and groups from far afield to learn about our marine life. (3) Has the earthquake status being peer reviewed, in a number of cases in the city when this was done the status has changed. The second point I do not approve of Shorland Park being renamed, I feel J O Shorland was a person who represented our community, He also built the play area. I feel we should celebrate the life of J O Shorland and recognise the name Te Mupunga Kainga which was a significant battle on the beach either (1) having a double name eg Shorland - Te Mupunga Kainga Park. Or keep the name Shorland Park and naming the beach Te Mupunga Kainga Beach. I would like to see the Council listen to the community of the Southern Bays. I feel I have been to consultations and pop up consultations that have listened to the minority not the majority.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support

Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I would like to see easier access for people with disabilities eg ramps at the corner of each street. Plants not growing over the paths eg Reef Street and Brighton Street.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 124

Contribution ID: 36633
Member ID:
Date Submitted: Jul 29, 2025, 09:34 AM

Q1 **Name**

Short Text: Bruce Piper

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays
Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I 4WD and belong to the Akatarawa 4WD club and the CCVC, with arranged trips around the south coast,
I also have friends and family who live around there and own batches which we visit monthly.

I oppose any restrictions to the freedom of 4WD access to the south coast.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 125

Contribution ID: 36631
Member ID:
Date Submitted: Jul 29, 2025, 07:46 AM

Q1 **Name**
Short Text: Ryan

Q2 **Suburb**
Select Box: Khandallah

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: more access the better, no 4wd bans!

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text: we need to treat the coast as a resource and if development is required, then we must continue to develop the coastal areas.

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Submission on Tātou ki Uta – Coastal Reserves Management Plan

I strongly support keeping public access to Wellington's coastal reserves unchanged. These areas are a key part of community life, offering vital access for weekend activities like fishing, diving, swimming, walking, and spending time with whānau.

Rather than introducing more restrictive or "hard" controls such as new fences, barriers, or heavy infrastructure, the Council should focus on protecting these spaces through soft, ecological approaches. Natural solutions—like native planting, dune restoration, and habitat protection—can improve the environment without cutting people off from enjoying it.

It's especially important to recognise the value of coastal access for recreational users. For many locals, access to the coast is central to weekend routines—fishing off the rocks, launching a boat, or diving from popular coastal points. These activities are more than hobbies; they're part of our identity and our connection to the environment.

The four-wheel-drive community also relies on coastal access. There are very few legal, accessible areas left for responsible off-road recreation. The south coast in particular has long been a place where families and groups can explore, access remote fishing or diving spots, and enjoy a shared passion for the outdoors. Losing this would significantly impact a community that already has limited alternatives.

I support measures that protect the natural environment—but they must be balanced with fair and continued public access. Any changes that limit movement, restrict vehicle access, or reduce entry points should be carefully reconsidered. The coastline can be protected without shutting people out.

I also believe community stewardship is the most powerful tool we have. Locals care deeply about these places and already contribute through cleanups, restoration projects, and respectful use. With the right support, education and engagement, the community can play a bigger role in protecting these spaces without the need for excessive control.

In summary:

Keep coastal access open and unchanged.

Avoid hard infrastructure that limits public use or enjoyment.

Recognise the value of the coast for recreation, especially for fishers, divers, and the 4WD community.

Focus on natural, soft protection methods.

Support local stewardship and community care.

Thank you for the opportunity to provide feedback. Wellington's coastline is a shared taonga, and protecting it should not come at the cost of cutting people off from experiencing and enjoying it.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Submission on Tātou ki Uta – Coastal Reserves Management Plan

I strongly support keeping public access to Wellington's coastal reserves unchanged. These areas are a key part of community life, offering vital access for weekend activities like fishing, diving, swimming, walking, and spending time with whānau.

Rather than introducing more restrictive or "hard" controls such as new fences, barriers, or heavy infrastructure, the Council should focus on protecting these spaces through soft, ecological approaches. Natural solutions—like native planting, dune restoration, and habitat protection—can improve the environment without cutting people off from enjoying it.

It's especially important to recognise the value of coastal access for recreational users. For many locals, access to the coast is central to weekend routines—fishing off the rocks, launching a boat, or diving from popular coastal points. These activities are more than hobbies; they're part of our identity and our connection to the environment.

The four-wheel-drive community also relies on coastal access. There are very few legal, accessible areas left for responsible off-road recreation. The south coast in particular has long been a place where families and groups can explore, access remote fishing or diving spots, and enjoy a shared passion for the outdoors. Losing this would significantly impact a community that already has limited alternatives.

I support measures that protect the natural environment—but they must be balanced with fair and continued public access. Any changes that limit movement, restrict vehicle access, or reduce entry points should be carefully reconsidered. The coastline can be protected without shutting people out.

I also believe community stewardship is the most powerful tool we have. Locals care deeply about these places and already contribute through cleanups, restoration projects, and respectful use. With the right support, education and engagement, the community can play a bigger role in protecting these spaces without the need for excessive control.

In summary:

Keep coastal access open and unchanged.

Avoid hard infrastructure that limits public use or enjoyment.

Recognise the value of the coast for recreation, especially for fishers, divers, and the 4WD community.

Focus on natural, soft protection methods.

Support local stewardship and community care.

Thank you for the opportunity to provide feedback. Wellington's coastline is a shared taonga, and protecting it should not come at the cost of cutting people off from experiencing and enjoying it.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 126

Contribution ID: 36628
Member ID:
Date Submitted: Jul 28, 2025, 10:23 PM

Q1 **Name**

Short Text: Mary Suzuki

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: It is essential that Mana Whenua are partners in this plan. I am not clear if they have agreed with the draft and would like to see the agreement right at the front of the document

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I am 72 years old and drive a small Jimny Suzuki out to Devil's Gate at least twice a month. My main interest is access to the wild, and photography of the sea is my passion. I drive responsibly. Walking that far with heavy camera gear is not really a viable option these days. I would be more than happy to apply for a permit. It is definitely the big heavy duty vehicles that sometimes are involved in hoon behaviour. I do not know how you would weed those people out.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: I like the idea very much, but cannot see how that is happening

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Not sure how you control invasive species in such a wild environment.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text On reading the plan for the track to Devils Gate, it looks like the nature based solution is just to leave the road to disintegrate. So how will ecological restoration be carried out? I think the 4 wheel drive/walking track needs to be safely maintained for access.

As for fires, I thought all fires are banned from the entire Wellington coastline except Princess Bay, which requires one. Last summer a friend and I were concered about 2 separate fires that had been lit by the Wahine Park carpark...everything was tinder dry. We tried ringing the Council, then DOC and then finally the fire service. This needs HUGE improvement. DOC and WCC had no idea what the fire regs were for the area or who to contact. Signage is totally inadequate.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Rangitatau
Moa Point to Breaker Bay
Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Please maintain the road to a minimal level for the safety of walkers and vehicles. ie fill in the main potholes so the road can be driven on, and to stop people driving on the dunes and beach.

Please dont close it off completely at night. People like to access the dark sky aspect of the reserve for stargazing and astrophotography. Maybe give those people night access?

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text Better Maintain the walking track from Moa Pt to Breaker Bay. Thanks.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Make the Te Kopahu a dark sky reserve

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 127

Contribution ID: 36626
Member ID:
Date Submitted: Jul 28, 2025, 09:21 PM

Q1 **Name**

Short Text: Jordon Thompson

Q2 **Suburb**

Select Box: Tawa

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 128

Contribution ID: 36625
Member ID:
Date Submitted: Jul 28, 2025, 07:10 PM

Q1 **Name**

Short Text: Kate Whitley

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: I'd love to learn more about the origins of this area through information and place names, and completely support mana whenua to be part of decision-making processes about kaitiakitanga of our coast

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: I love the access to the coast and the opportunities for many different people to interact in a way that benefits them (dog walkers, fishing, walking, swimming, exploring) but am not supportive of general drive-through access to red rocks (unless in an emergency). I don't understand how a very wild stretch of coast with large seal and penguin populations can co-exist with regular 4WD access.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text: I definitely support coastal design if it prioritises wildlife and incorporates climate change mitigation but am not so strongly supportive of tax-payer money being spent on storytelling. I think this money is better spent on pest eradication, responsible dog owner education and aversion training, and ensuring people can safely cross busy roads to the beach - perhaps a zebra crossing from Shorland Park to the beach or similar ideas that improve safety for small people.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Fully support this value!

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays
Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I don't support the access to red rocks with 4WD recreational vehicles. This is a wild area with healthy populations of seals and sea life. There's no need for this to be a 4WD play zone.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Issues include safe crossing from the play area to the beach, and speed limits around the coast. I'd favour a reduction to 30 km/hr max. I don't think there's a strong reason to support 50km/hr speeds on what is essentially a scenic route.

I also favour climate change mitigation and natural ecosystem restoration over signage and storytelling.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including

closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 129

Contribution ID: 36624
Member ID:
Date Submitted: Jul 28, 2025, 06:21 PM

Q1 **Name**

Short Text: Marie Heffernan

Q2 **Suburb**

Select Box: Strathmore Park

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: We all equally should be responsible citizens and guardians (Kaitiaki) of our coastlines, and open spaces. The Treaty relationship rests with the Crown. Many areas and bays already have maori place names and te reo maori signage. A WCC focus on core services would benefit all Wellingtonians.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: The only caution I would note is to discourage freedom camping - I think campers should be directed to managed campsites to ensure our environment is protected.
The only request is there is too big a distance between toilets along the popular walking route between Moa Point - Tarakena Bay/Ataturk Memorial/Rangitatau Reserve and beyond to Breaker Bay.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: The coastline is always changing, refreshing in Wellington's breezes, wild and untamed for the most part it should stay this way - a haven from the city bustle, whilst maintaining safe access for walkers, cyclists, boats and vehicles.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Ensure the sewage plant is safe and effective - the raw sewage outflows after heavy rain in the city must be addressed.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Rangitatau
Moa Point to Breaker Bay
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text Please consider toilet facilities for this area.
More rubbish bins specifically for fish/fishers detritus at the boat ramp.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text In some areas pedestrians, dog-walkers are not particularly safe against cyclists/traffic

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more

accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Please continue to provide safe and interesting off-leash areas for dogs :)

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 130

Contribution ID: 36622
Member ID:
Date Submitted: Jul 28, 2025, 04:00 PM

Q1 **Name**

Short Text: Stephen Watson

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Long Gully Station Trust

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: We must recognise and learn from the past and those who have gone before us

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Quite excited about exploring a one, two, or three day full Wellington east to west Coastal Trail broken down into manageable bites for various fitness levels and age groups. Particularly including rudimentary affordable accommodation along the way for school and community groups.
A shorter route could be Owhiro Bay to South Makara Road end
The longer being Owhiro Bay to Makara Beach
We just would need to work with Kinnoul and Terawhiti Station and probably Meridian as part of the route would probably need utilise the Karori Stream access track and to bypass some of the more dangerous and exposed coastal faces.
However 4x4 vehicle use of the coast needs to be strictly managed to stop vandalism and avoidconflict with other user

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text recent years the Red Rocks sacred site was totally decimated by a council earthworks contractor realigning the coastal vehicle track. 4x4 vehicles should be encouraged to use the beach below the high tide level when possible. Re-educate users to highly value the South Coast for being more than just a perceived 4x4 playground.
Close the gate every night to put an end to paua poaching, burglaries, vandalism and spotlight shooting. The suggested permit system and 4x4 club managed use would promote responsible behavio

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text The coast needs to be allowed to naturally heal without constant heavy machinery being used by council. In most recent years the Red Rocks sacred site was totally decimated by a council earthworks contractor realigning the coastal vehicle track. 4x4 vehicles should be encouraged to use the beach below the high tide level when possible. Re-educate users to highly value the South Coast for being more than just a perceived 4x4 playground.
Close the gate every night to put an end to paua poaching, burglaries, vandalism and spotlight shooting. The suggested permit system and 4x4 club managed use would promote responsible behaviour.

No fires above the coastal road

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text All of our comments above relate primarily to Te Kopahou and the coastal route as or farm property along Long Gully Station includes 2.5 kilometres of this unformed road west of Devils Gat

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 131

Contribution ID: 36621
Member ID:
Date Submitted: Jul 28, 2025, 01:56 PM

Q1 **Name**

Short Text: Will Peet

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice:

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Kia ora. Could you please let me know if this email is received. Thanks, Will

Submission to WCC on draft Coastal Reserves Management Plan

1. I have lived in Wellington for most of the last 32 years, and have had our boat in Evans Bay marina since about 2005. I have been a member of the Evans Bay marina tenants group (EBMTG) committee since then. I am a civil engineer by background, a Fellow of Engineers NZ, a Fellow of the Chartered Institute of Logistics and Transport, and hold a number of public and private governance roles.

2. I would like to see a significant improvement in the quality of asset management of the marina, as I believe that the marina community has been let down by the WCC planning processes - particularly over the last 8 years. The marina is in a degraded state and the outcomes of the “grandfather’s axe” approach has resulted in increasingly expensive interventions which have a short life.

3. My fellow committee members (Warren Rankin and Colin Smithies) have made several important points. I fully support their submissions, especially to keep boating accessible to those of moderate means. Many of the boats in the marina provide great pleasure to the owners and their families, and most boats are smaller and basic compared to those in Chaffers or Seaview marinas.

4. EBMTG and WCC signed a charter in 2009 – 16 years ago. As part of this, we developed a 10 year forward financial model which ring fenced all direct costs and revenues, capital costs, and made a proportionate contribution to shared council overheads, providing they were efficient. It is a cashflow model, so that costs are sensibly planned and reflect actual expenditure. This ensures that the marina has not received any subsidy from ratepayers nor will do, averaged over the period to allow for periodic surpluses and deficits with maintenance and investment. This has been verified by the WCC accountants during the time it has been in operation. 10 years was agreed between the tenants and WCC as part of the charter as it reflected the likely life of assets until the marina was reconfigured.

5. While we have not been provided with final costs, we understand WCC have spent $1.5m on replacement timber work on the marina piers and piles in the last year. All of this will be discarded and written off with any marina redevelopment, as it will not account for king tides, sea level rise, nor a future layout to make efficient use of the space. Tenants were not consulted nor agreed with the scale of this investment, and should not be responsible for funding the write off when it occurs.

6. My fellow submitters have covered the initiative taken by the EBMTG at our cost to engage Shearwater consulting to develop a long term plan in 2018, and the WCC planner's expensive and ultimately discarded engagement of Wardale Ltd in 2022 to develop a grandiose, unaffordable, and unconsentable master plan, including a move to towards privatising or outsourcing the marina.

7. In regard to the specifics in the draft. There is no need nor any confidence in current WCC planners to develop another master plan. We would like the opportunity to drive the development of a marina redevelopment plan, in consultation with WCC officers, to ensure money is well spent and will be right sized, affordable and relevant to users.

8. There is no need to introduce another operating model but simply to adhere to the discipline and structure already in place, with potentially changing the financial model outlook from 10 to say 25 years if that is the agreed asset life. In frank terms, if council had developed and funded a long-term asset management plan back in 2018, with costs fully recovered from tenants over the life of the investment, we would not be in this situation.

9. What is required is to commit to long term stewardship of the marina with a low-cost and safe marina which allows people of moderate means to enjoy their boats. I think that financial ring-fencing and sound asset management would see a marina with a range of service standards, with a raised breakwater to protect the boat ramp and the marina (funded 50/50 by marina and public access), one pier of floating berths, and two piers of pile berths, built to allow future conversion if desired. I am fully supportive of upgrading pier boat ramp, and making the foreshore welcoming to all.

10. Despite all the challenges, the tenants group and the yacht club are still willing to work with the WCC to find a way forward. We like the idea of working with iwi and the council to out the marina on a stable footing for current and future boaties and other recreational users, as well as for the public.

11. I would like to heard in support of this submission, preferably 19-22 August.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 132

Contribution ID: 36616
Member ID:
Date Submitted: Jul 28, 2025, 08:31 AM

Q1 **Name**

Short Text: Susannah Goble

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: I loved reading the information about the significance of different parts of the coast to mana whenua. It would be awesome to have some of this information available on site for visitors to the coast. I grew up in Pōneke and had no idea about the history and I'd like to educate my kids about this.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I would prefer to have all recreational vehicles removed from coastal areas

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 133

Contribution ID: 36612
Member ID:
Date Submitted: Jul 28, 2025, 12:28 AM

Q1 **Name**
Short Text: Hamish Ross Glenn

Q2 **Suburb**
Select Box: Wadestown

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text: Strongly support the restoration of te reo Māori and history as part of respect for its pre-european history and ongoing efforts to look after this environment.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Wellington has a unique opportunity to become a city with immense natural capital. Let this be our new identity.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Use natural solutions for climate resilience.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I have found the copious number of 4x4, dirt bikes and associated motor vehicles to be incredibly intimidating and discourteous when using the Red Rocks coastal track. The traffic should be restricted to essential vehicles only. There is not enough space for elderly and mobility impaired people to constantly step off the road to avoid fast-moving large vehicles. I recently took my elderly parents on a walking trip to Red Rocks and was frustrated at the cavalier attitude of the motorists using the track. There's a significant health and safety risk with motorists hogging this track while hikers try to enjoy some exercise. An observation I made was that motorists were bringing in fishing gear for illegal poaching and not always taking away the rubbish that they brought it, spoiling this natural space. Lots of erosion caused by vehicles too.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
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Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Love the dune and wetland management for sea level mitigation, severely restricted motorists on Te Kopahau and Red Rocks tracks, prioritise and restore nature, give native fauna and seabirds an environment that they can thrive in - even at the expense of human convenience.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 134

Contribution ID: 36610
Member ID:
Date Submitted: Jul 27, 2025, 08:02 PM

Q1 **Name**

Short Text: Ash Senior

Q2 **Suburb**

Select Box: Wellington Central

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: I dont feel those of us who use an off road vehicle as a form of enjoying the coast have been approached or presented this information too sufficiently.
As a keen outdoors and offroad person, with a 2 and 4 year old boy, being able to share with them the value and importance of nature is so important. They are the future generation and i want to instill a love for the outdoors in them just like i had done for me as a boy. To lose offroad access would be heartbreaking.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I dont feel those of us who use an off road vehicle as a form of enjoying the coast have been approached or presented this information too sufficiently.
As a keen outdoors and offroad person, with a 2 and 4 year old boy, being able to share with them the value and importance of nature is so important. They are the future generation and i want to instill a love for the outdoors in them just like i had done for me as a boy. To lose offroad access would be heartbreaking.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 Tick the box if you would like to receive ongoing updates about this project.

Single Checkbox

Response No: 135

Contribution ID: 36609
Member ID:
Date Submitted: Jul 27, 2025, 07:30 PM

Q1 **Name**

Short Text: Richard Grubb

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text:
Regarding Pathway 2.3: Supporting Water Recreation and Access, and Pathway 2.4: Enhancing Coastal Accessibility and Equity
Both pathways strongly support maintaining vehicle access to Red Rocks and surrounding coastal areas. This region is a well-used destination for recreational activities such as diving and shore-based fishing. Restricting vehicle access would likely concentrate recreational pressure in more easily accessible areas to the east of the marine reserve, increasing ecological strain in those zones.
Enabling access for 4WD vehicles helps to disperse recreational use over a broader area, reducing environmental impacts and supporting more sustainable use of the coastline.
Moreover, vehicle access is essential for ensuring equitable coastal access. Many individuals—particularly older adults, young children, and people with limited mobility—are unable to reach these areas on foot. Limiting vehicle access would therefore pose a barrier to inclusive enjoyment of the coast, undermining the goals of both accessibility and equity.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I strongly support continued open 4WD vehicle access along the Te Kopahou and coastal route without the introduction of a restrictive permit system. This route is a unique and iconic part of Wellington's coastline that should remain freely accessible for all residents and visitors who wish to experience its rugged beauty.
While well-intentioned, the proposed permit-based access system introduces unnecessary barriers for recreational users. It risks excluding people who may not have the means or awareness to navigate bureaucratic requirements and could reduce public engagement with the area. The majority of users act responsibly.
Open access ensures equitable use by families, the elderly, fishers, photographers, people with limited mobility, and others who may rely on vehicles to enjoy remote natural areas.
The route is a long-standing recreational destination that fosters connection to the coast, and vehicle access plays a vital role in maintaining that tradition.
Rather than limiting access through permits, the Council should invest in signage, track maintenance, clear behavioural guidelines to promote responsible use, and increased ranger presence.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 136

Contribution ID: 36604
Member ID:
Date Submitted: Jul 27, 2025, 05:39 PM

Q1 **Name**

Short Text: John Holden

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: The entire historical context should be considered.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: Residents, the closest and therefore the prime users to the amenities, views should be strongly supported.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text: Take into consideration the heritage collection of the registered charities collection of the Southern Bays Historical Society.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text The livelihood of users also needs consideration.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text The proposal to rename Shorland Park, a prominent Southern Bays proponent, needs to involve local residents, the Island Bay Residents Assoc and the Southern Bays Historical Society. J O Shorland was a prominent Wellington City Councillor in the early part of the 20th Century. His name should be retained as the name of the Island Bay Park - playarea and concert venue; the suggestion to rename this should be limited to the very Southern portion of the park i.e that shaded (///) in the Coastal Managment Plan. Family members continue to reside in the Southern Bays.

The Marine Reserve Centre (aka as the Island Bay "baithouse") should remain as is. Should an engineers report be necessary on this building that Report should be peer reviewed and made publically available. The "baithouse" h as historic connections with the Italian and Shetland Islands Community; these communities should be actively consulted. This approach would be consistent with the recent re-construction of the Island Bay sea-wall following major storm damage.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including

closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Shorland Park to Te Mapunga Park. The proposal to rename Shorland Park, a prominent Southern Bays proponent, needs to involve local residents, the Island Bay Residents Assoc and the Southern Bays Historical Society. J O Shorland was a prominent Wellington City Councillor in the early part of the 20th Century. His name should be retained as the name of the Island Bay Park - playarea and concert venue; the suggestion to rename this should be limited to the very Southern portion of the park i.e that shaded (///) in the Coastal Managment Plan. Shorland family members continue to reside in the Southern Bays.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 137

Contribution ID: 36589
Member ID:
Date Submitted: Jul 27, 2025, 05:02 AM

Q1 **Name**
Short Text: Priscilla

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
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Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 138

Contribution ID: 36588
Member ID: 5019
Date Submitted: Jul 26, 2025, 10:01 PM

Q1 **Name**

Short Text: Joanne Davidson

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Incorporating mātauranga Māori and indigenous values generally leads to better and more sustainable environmental outcomes so I support this.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: In general I support the ideas but execution of some will need to be managed very carefully. For instance, promoting shared use of water-based amenities to support multiple uses of recreation amenities for boaters, swimmers, divers, fishers, and other recreational users. "Sharing spaces" doesn't always lead to equitable enjoyment given you're mixing big, motorised objects with much more vulnerable humans and wildlife. I would like to see highest priority given to people over (for example) boats and fishing, such as restricting the area where motorised vehicles can be used within the shared areas.
I think its good that the environmental and cultural impact of commercial uses is being considered while also ensuring there are still fun events being held. On that note, the recent Matariki event on the waterfront was a big fail when it came to protecting the harbour by providing enough bins. The ones that were there were overflowing as there were just not enough "official" bins for the number of people, with most of the usual ones being closed off, and it seemed there were only one or two actually available across the whole event! This sort of thing really needs better planning and more resources to ensure event waste is appropriately dealt with, so we can enjoy events on our harbour without trashing it.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text I support a focus on restoration with habitat-specific approaches being used, rather than a one-size fits all approach, as each habitat has its own unique characteristics. It would also be good to see more protection of kororā and kekeno habitats, through education, dogs on leads and restricting vehicle access as needed. I particularly support involving and enabling citizen scientists and community led initiatives in this area, as the majority of residents care about their local environments and want to see it thrive - I say this as a citizen scientist and organiser of a catchment group with wide support for our work. Councils simply don't have enough resources to do all of this themselves, so it just makes sense to get the community involved and take more of a guidance/advisory role where needed.
In terms of litter management, I wonder why council have not invested in the stormwater drain "trash nets" to capture rubbish before it goes into our waterways and out to sea to in the first place (this applies across the city btw!). Yes they'd need to be regularly cleared out and there still needs to be other effort like public education to reduce the amount going in, but it really seems like a no-brainer solution to a significant issue. Merely saying having less bins or "smarter" bins or relying on groups to clean up after the fact is really not going to cut it (and its not working now).

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I would really like to see more focus on avoiding new development in flood-prone areas, and that doesn't just apply to coastal areas. There's still some mad development going on that is just going to end up costing us (rate/taxpayers) when it inevitably comes under threat from climate impacts. I support this but council needs to walks the talk.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I support the cultural restoration initiatives as long as it doesn’t involve spending heaps of money on expensive art pieces – that would be more of a nice-to-have when there is less cost pressure on rates - as well as preserving the dark sky.
Stricter vehicle management in this area is long overdue and I 100% support this as I have been subject to antisocial drivers while walking there and am very concerned about the environmental impact of 4WDs on our fragile moana and the wildlife that frequent the area. It would be good to have less days that vehicles are allowed on the ‘road’, or only allow authorised vehicles such as the bach owners unless they have a special permit. I hope this would also help with the poaching issue, as having vehicles tied to a permit system would be able to provide data who is being responsible and who is not.
Happy for the coffee cart to remain but it would be good to see them getting rid of disposable cups and replace with a mug library or similar, being so close to the sea with the rubbish being created by disposables and the strong wind and all.
As an organiser of the Karori stream catchment group I support all additional protections for the Kinnoull dunes and Karori stream mouth and our group is happy to assist both councils on this where we can.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Collaborating with groups like Mountains to Sea who are very experienced in ecology of the marine environment and contributing freshwater paths will be very important. Not sure I agree with the plans for the Bait House, given

it's a key visitor and educational attraction, it would be better to try and keep it but look at moving it somewhere less hazardous – I think the community should be actively consulted before taking any action on this one!
I didn't see any mention of better managing the off-leash dog areas to ensure they don't interfere with Korora in this area though?

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Not sure I agree with the suggestion to look at reducing Shelly Bay Rd to a single (one-way) lane. Yes it would be nice for road users like cyclists but I think it would create unintended downstream congestion impacts for vehicles all having to come out at one end to try and get back to where they came from. This is another idea that would need all the options and all their likely impacts laid on the table and making sure the majority of the community is onside with the chosen option before doing anything.
I support the coastal headland becoming a classified reserve to increase its environmental protection.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text I definitely support the marina becoming more multi-use and inclusive for more types of users, as well as improving public access to Greta Point. In terms of the litter in Evans Bay, I have been part of clean up groups there, and unless something is done about the plastics proiduction in Seaview it will continue to be a problem. As previously mentioned, council needs to invest in the nets in stormwater drains to stop rubbish going into drains and flowing out to sea to be washed back on shore in the first place and should also ensure all private businesses are doing something similar with stormwater drains, particularly in Hutt/Seaview where a lot of the 'litter' is being generated. Basically the only solutions worth looking at – to avoid having to keep cleaning up over and over and filling up all our landfills – is to stop the pollution at its source/s.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 139

Contribution ID: 36584
Member ID:
Date Submitted: Jul 26, 2025, 05:04 PM

Q1 **Name**

Short Text: Emma Bassett

Q2 **Suburb**

Select Box: Northland

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: This has been thoughtfully done, is a partnership approach and is values aligned to Wellington and it's people. Love this mahi.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: This has been well outlined and thought through. Many of these paths and reserves have been underfunded. It's good to see more facilities being added including in Te Kopahou.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text This is great to see this thoughtful, diligent investment into the recreational areas of Te Kopahou. I'm a runner who spends time in in trails across Wellington. The opportunities in Te Kopahou have fallen behind and it hasn't felt safe, or well thought out, for longer trips. This is a sound move in supporting recreation alongside nature.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 140

Contribution ID: 36583
Member ID:
Date Submitted: Jul 26, 2025, 03:15 PM

Q1 **Name**

Short Text: Linda

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: As long as support doesn't give overall or final decision making to mana whenua and name changes includes both Māori and English then its makes sense

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: Council should put more resource into looking after these areas... when they have the money to do so. Should prioritise these after fixing Wellington water issues and before spending on unnecessary wants rather than needs. Freedom camping should be made available not in parking areas but rather consideration should be given to identify specific areas with amenities for them. Suggest there should be a minimum cost for using the amenities. Keeping NZ clean.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text: N/a

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text Litter management needs upgrading.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
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and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
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Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 141

Contribution ID: 36580
Member ID:
Date Submitted: Jul 26, 2025, 08:41 AM

Q1 **Name**

Short Text: Damian McCulloch

Q2 **Suburb**

Select Box: Owhiro Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: I don't believe we need to be wasting ratepayers
Money on changing the names of parks.
Also as we have seen in the past, The more groups involved in having a say always makes it harder to achieve an outcome on decisions that need to be made.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: I somewhat support what is trying to be achieved, but it should not be at another recreational user's expense.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: I believe there is already plenty of accessible information available on the area.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text I understand the coast needs looking after as myself personally have been using it for 51 years
I also believe people should be able to go fishing and teach their kids how to make and have a beach fire in a safe manner using common sense

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I believe the coastal area from the gate to karori stream should be left as it is. The biggest problem is policing the area. A more visual presence by MAF in the area would be a huge benefit

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text As above.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more

accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text I believe the south coast/ red rocks should be left as is. The use should not be taken from any user group.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 142

Contribution ID: 36572
Member ID:
Date Submitted: Jul 25, 2025, 04:09 PM

Q1 **Name**
Short Text: Steven Goodfellow

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q16 **Please let us know a bit more about your choice.**

Long Text The use of bioaccumulative anticoagulant poisons should be illegal

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text The sea level is not rising, the Wellington region is uplifting on the tectonic plate

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Maintain 4x4 access to the coast past devils gate

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly oppose
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

4x4 access around the coast past devils gate is vital to hundreds of people for recreation. The vast majority of users respect the area and use it responsibly. The system with the gate closing on Sunday has worked well for decades and there is no need to change it.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 143

Contribution ID: 36571
Member ID:
Date Submitted: Jul 25, 2025, 04:05 PM

Q1 **Name**

Short Text: Nick Ashby

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Ensure access remains available for 4wd vehicle to access the coast up to devils gate and further west. While some members of the public do ruin it for others don't let that be the reason to ban access for one group. A permit system for 4wd access will promote responsible use and reduce environmental damage.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
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Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 144

Contribution ID: 36569
Member ID:
Date Submitted: Jul 25, 2025, 03:12 PM

Q1 **Name**
Short Text: Susan Rutherford

Q2 **Suburb**
Select Box: Vogeltown

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text: I don't support freedom camping.
I would like to see a new toilet/ changing facility in Island Bay. I feel unsafe using the current women's toilet/changing facility when on my own. I would be happy with a simple outdoor shower, toilets and a small changing facility- not shared with the toilets. an e.g. is the new block in Maclean's Park Paraparaumu.
I would like to be able to walk around the Mātai Moana coast without cars so would support some weekend road closure times for vehicles.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways,

and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 145

Contribution ID: 36566
Member ID:
Date Submitted: Jul 25, 2025, 11:28 AM

Q1 **Name**

Short Text: Duncan McKee

Q2 **Suburb**

Select Box: Hataitai

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: There is little enough free access to the sea and beach now taken by council intrusions

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: Keep the cycle ways away from the coast

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: No one has ever showed respect for my cultural heritage

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text Tear up cycle ways and restore foot paths please

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text Sea level rises so lets rid ourselves of Hataitai Beach by building the seal wall further out. Well done WCC

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Go for a walk any summers day and see the number of families who use family safe Hataitai Beach. Then notice it has been sacrificed for cycleways.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat oppose

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Restore Hataitai Beach and charge the cycle lobby for the expense.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 146

Contribution ID: 36554
Member ID:
Date Submitted: Jul 24, 2025, 07:38 PM

Q1 **Name**
Short Text: Amy

Q2 **Suburb**
Select Box: Owhiro Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I support the restriction of vehicle access overnight and on public holidays, in addition to the current Sunday closures, with gate closures. This would allow safer access for other users during popular times and restrict anti-social behaviour and possible poaching after dark. In addition, while the Wellington 4WD club are respectful of the reserve during their day adventures and are also a valid form of recreation, unfettered vehicle access and unnecessary beach driving should be restricted as it can endanger other users and destroy natural habitats. While all forms of access and public recreation (walkers, 4WDing, horse riding, bike riding, fishing, boating) can be allowed for, placing some restrictions on the more damaging aspects will ensure a sustainable natural reserve and support mātauanga Māori principles.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
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A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support

Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 147

Contribution ID: 36541
Member ID:
Date Submitted: Jul 24, 2025, 10:18 AM

Q1 **Name**

Short Text

Graeme Hoedemaeckers

Q2 **Suburb**

Select Box

Q3 **Email**

Email

[redacted]

Q4 **I am making this submission:**

Multi Choice

as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q10 **Please let us know a bit more about your choice.**

Long Text

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q12 **Please let us know a bit more about your choice.**

Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Let me introduce myself.

My name is Graeme Hoedemaeckers and with my son Luke we keep the feral pigs under control for Guy Parkinson on Terawhiti station. I have a team of dogs which regularly undergo Kiwi aversion training and have a good relationship with Capital Kiwi. I also have been a regular diver with my son on the south coast venturing as far around as to the start of Oteranga Bay on a 4wd Quad Bike (which is registered).

During my excursions to the south coast for diving I have seen a huge amount of Paua poaching going on and this is occurring predominately past the mouth of Karori stream which is like a natural barrier for most divers or 4wder's. The beach becomes impassable at times past this point and only the most determined take on the challenge with 4wd's.

The beach past this point (Karori stream mouth) is quite desolate and isolated and is a haven for poaching. The beach at various locations is littered with hundreds (if not thousands) of empty paua shells which are a good indication as to the level of offending. The rubbish and human waste left behind is quite disheartening as it totally spoils the "wildness" of the coast. I have on a number of occasions taken my quad bike trailer with me and collected as much of the rubbish as I can, depositing at the waste bins at Owhiro Bay.

The weekend just gone (19.7.25) I also observed five motorbike riders trespassing on the station attempting to ride up a steep coastal face and looking for an entry point into the farm. They were quite brazen about what they were doing and totally ignored my attempts to get them to leave and stop what they were doing. There are numerous points where the coastal vegetation has been significantly damaged by 4wd's and motorbikes looking for places to "have a play".

I have also seen a poachers vehicle parked on Terawhiti land with the occupants hunting illegally with dogs (I could hear their dogs barking approx1.5 kms past the coastal boundary). I doubt very much if their dogs are aversion trained for Kiwis and would pose a significant threat to the Kiwis. It is very hard to police this type of activity as the coast has so many 'safe' access points for Poachers.

All of the issues I have listed above could be stopped with a vehicle barrier at the mouth of Karori stream. Foot access would still be available for those wanting to go diving but would stop the Paua poaching because with the large quantities of Paua they are moving they need 4wd to move them. The poaching (hunting) would be reduced to access from Karori stream and would be more noticeable due to the Baches located there and the risk of being seen.

A final thought here is that if the gate at the Owhiro Bay Access is locked during the week it will stop the poaching during the week and allow walkers etc to be allowed to visit the area without having to navigate through the large number of vehicles using the road to access further around the coast. The gate could be left open on the weekend to allow 4wd's etc to access the diving spots and recreational areas. With the weather patterns the way they are the amount of good diving weather available to those people with vehicles will be greatly diminished allowing the seafood stocks to be replenished.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 148

Contribution ID: 36540
Member ID:
Date Submitted: Jul 24, 2025, 10:06 AM

Q1 **Name**

Short Text: Ryan Leatham

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Improvement of the public facilities (especially the boat ramp at Evans Bay marina) is needed desperately. Maintaining access to this area is essential, which includes the need for boat storage (user pays), as many in Wellington can't store vessels at home.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text The Yacht Club has been located in this area for more 106 years, it is an essential piece of the history of the area. We need to ensure access to this area continues for water sport recreation, which includes car parking availability as many of these sports require significant amounts of gear

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 149

Contribution ID: 36500
Member ID:
Date Submitted: Jul 23, 2025, 06:49 PM

Q1 **Name**

Short Text: Colin Young

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: One nz for all nzers

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from

threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 150

Contribution ID: 36478
Member ID: 2849
Date Submitted: Jul 23, 2025, 04:57 PM

Q1 **Name**
Short Text: E Fisher

Q2 **Suburb**
Select Box: Te Aro

Q3 **Email**
Email:

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text Human beings need to come to terms with how strong nature is, you cannot fight it. No matter haow high you build the sea walls. People need to stop building neat the sea or near land that is prone to flooding.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

These are all nice to haves and there are more important things to be spending the ratepayer's money on. In case you haven't noticed people are struggling. The minority received their cycle lanes; when will the majority have leaky and broken drains replaced, storm water drains regularly unblocked to prevent flooding and footpaths water blasted from the debri and bodily functions left behind by those who sleep on the streets in courtney place [redacted].(not opposed to cyclists, but when will they obey the road rules and stop riding over pedestrian crossings and through red lights) Travelled to Bhutan a while back and their roads are far superior to the trucks that go along and spray over the potholes., a temporary fix at best.Do it properly the first time.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 151

Contribution ID: 36474
Member ID:
Date Submitted: Jul 23, 2025, 04:38 PM

Q1 **Name**

Short Text: Katell Bretéché

Q2 **Suburb**

Select Box: Maupuia

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Please continue the work on a smooth cycling path connecting Miramar to Wellington, it's great. :D

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 152

Contribution ID: 36468
Member ID:
Date Submitted: Jul 23, 2025, 02:36 PM

Q1 **Name**

Short Text: Anne Tuffin

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Trelissick Park Group

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: In pre-colonial times, Māori lived close to the Kaiwharawhara Estuary, gathered kaimoana from the harbour and ika from the Kaiwharawhara Stream. The valley was a rich source of food and was used as the first stage of a well-worn path north to Porirua and beyond. The Trelissick Path Group acknowledges this history and strongly supports active partnership with mana whenua as we work to restore the mouri of the stream, estuary and valley.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Trellisick Park Group has, for many years, advocated for community access to the Kaiwharawhara Estuary and to the 'north' beach on Kaiwharawhara Point.
While the CRMP does not include this northern section of Wellington coast, we ask that it be added so that there can be access to these coastal features for ecological restoration, rubbish collection and recreational activities. The overall policies and management approaches outlined in the CRMP should apply to this area. This includes policies around minimising infrastructure, prioritising nature based solutions, and so on. There is a small DOC reserve near the river mouth which is not included in the plan. However its important it is managed consistently with the wider policies and management approaches of this plan.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text The Kaiwharawhara Estuary has been the site of Māori pā, karaka groves, and colonial settlement. There are significant historic remnants close to the estuary including: a WW2 bomb shelter (now a culvert to take the waters of the Kaiwharawhara Stream; the Historic Place Category 2 ruins of the powder magazine; and the old Kaiwharawhara school building.
Each of these sites exists because of its proximity to the harbour. As such they form an important part of Wellington's coastal history. This needs to be recognised and honoured.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text The Kaiwharawhara Stream is the only Wellington City stream that retains an open estuary in the Harbour. It is an inanga spawning area and home to many estuarine fish and plant species. The estuary is sited beside the ferry terminal and marshalling yards at the Port of Wellington and is impacted by the operations of the port and KiwiRail. It is time for Wellington City Council to remediate and mitigate the coastal impacts of these operations, particularly at the estuary and the reclaimed land at Kaiwharawhara Point.

Strong collaborative relationships for coastal restoration has one of its management approaches “formalise key partnerships through MoUs”. We recommend one of these should be with DOC to ensure consistency of management of this area

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text The Kaiwharawhara Stream takes all the stormwater from the suburbs that are built within the Kaiwharawhara catchment. At times of heavy rain the stream becomes a raging torrent, eroding and disgorging volumes of silt and rubbish into Wellington Harbour. Storm events are becoming more frequent and more damaging as the result of global warming, causing increased erosion in the Kaiwharawhara valley and bringing larger quantities of silt and rubbish down into the harbour. Prioritising nature-based solutions for storm-water management upstream from the coast is an important management tool for protecting our coast. In this respect, the land and the sea cannot be considered separately.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

We ask that you add another section of coast (Sector 9) covering the harbour through to its border with the Hutt City Council boundary. We note that there will of course be exclusions for the Port and probably the wharf from the railway station to Oriental Bay. We ask that this Sector be added so that it too can benefit from the values and management accorded to the other eight sectors.

The Coastal Reserves Management Plan already includes sectors within the harbour - the Ākautangi and Te Rāngai o Onemutu sectors. However the sectors stop at Oriental Bay. Why is this? Residents in the northern suburbs are currently denied access to their closest marine area, the coastline on the northern side of the harbour. The ecological , recreational and historic values of the area are currently ignored through their absence in the Management Plan.

Please include this area as Sector 9 in the plan and afford it the care and management it deserves.

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Don't know
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Don't know
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

The Kaiwharawhara Estuary and Point have deep historic significance for iwi and is treasured by the Trelissick Park Group and Kia Mouriora te Kaiwharawhara Stream / Sanctuary to Sea (Zealandia). There is currently a mix of land ownership around the estuary, Kaiwharawhara Point and the coastline north to Petone. We ask that WCC explore ways of creating a Reserve at and around the estuary and on Kaiwharawhara Point.

The closest reserve to the estuary is Trelissick Park. which bears the name given by a Wakefield Scheme colonial landowner (Trelissick was the name of his estate in Cornwall, England). Because the Kaiwharawhara Stream flows through Trelissick Park and into the harbour at the estuary, we are in favour of a name change for the park. We have had some discussions with mana whenua over renaming the park and would support a name change including one name proposed by them being "Kaiwharawhara". We note that this might require a name change for the Kaiwharawhara reserve off Rangiora Avenue.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 153

Contribution ID: 36461
Member ID:
Date Submitted: Jul 23, 2025, 08:18 AM

Q1 **Name**

Short Text: Mike Oates

Q2 **Suburb**

Select Box: Ngaio

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Total support for a partnership-based approach to future management. Also support the proposed pathways and actions. There is a need for clarity between co - management, partnership and governance. In the wording in Pathway 1.1 on page 19 for instance it says " Support the direct involvement of mana whenua in coastal management through governance roles, ranger positions, and contracting opportunities" Nowhere in the actions does it clarify what governance roles are or how they can be achieved. Given that the administering authority for most of the reserves is WCC then the plan will need to show how this is different from the current governance arrangements with mana whenua.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Strongly support. It's important that the proposals as a result of this value and the pathways are specific and achievable. Otherwise, they will never happen. This is specifically around "Enhancing coastal accessibility and equity". one of the management approaches for instance " Apply an equity lens to coastal recreation planning and investment to support fairer access for underserved communities" This is so general as to be almost meaningless. Nowhere in the actions do you identify the "lens" or who are underserved communities. This policy is likely to languish in a plan such as this. It needs to be more direct and specific or removed. The action around working with the wider disability community is strongly supported but would be more achievable if it included a review of current and potential use of coastal reserves by this community so limited resources could be allocated where they are most effective.

Regarding Pathway 2.6 on Freedom camping. There seems to be an assumption here that further freedom camping sites could be identified around the coast. Yet there is no evidence given as to why future sites (if required) should

be around the coast and not in other areas where there is less potential conflict between natural and other recreational values. The corresponding action suggests a major review of areas will take place yet I can only assume that there are already many areas where it is already prohibited for good reason. Where is the evidence to suggest major changes may be needed?

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text I strongly support the values but am uncertain how these can be achieved through this plan. Especially as they apply to large areas on both the coastal and landward sides of the coastal roads from the Esplanade to Oriental Bay that are not part of the reserve network. To work these values need to be adopted as design guides for the wider city and its numerous functions. Management Approach "a" is an example of this limited influence. Whilst I have not analyzed the whole coastal strip I suspect only a third is reserve. You need to show how the remaining land can be managed to achieve this approach (which I strongly support). Many of the other management approaches can only be achieved using a city-wide approach for instance placement of street lighting and so on.

Action three is very ambitious and potentially very expensive. it would be more useful if you prioritized which sectors should be completed first based on a needs analysis otherwise its likely plans will be developed but not implemented over the life of the plan.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text need to be clear around the relationship between the management approaches and where these lead to actions. Many of the management approaches are principle based so do not require actions. However, several are action based yet do not seem to have any corresponding actions to enable them to be completed. For instance:
1. Prioritise the restoration of the 20 Significant Natural Areas (SNAs) - there are no actions on how this will occur
2. Monitor ecosystem change over time using cultural indicators alongside scientific monitoring - Fundamental to ensure you can monitor progress over many years yet no obvious action to make this happen.

Given the fundamental importance of this section and the range of actions needed it needs further work to align a suite of actions with each pathway. This should include the wide range of actions currently under way.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Fully support this section and the actions proposed. The only thing that is missing is the potential impacts on hazardous sites near the coasts through sea level rise. The work at Te Raikaihau Point highlights the need to identify and prioritise these sites for remediation and/or removal.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Rangitatau
Moa Point to Breaker Bay
Te Whanga Rāwhiti
Eastern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Strongly support the approach and actions around vehicle access around the coast. Increased control and management is needed. Strongly support implementing the Te Kopahou track plan as well as the historic route around the Makara.
1.2 - Management approach e (v) - The wording here needs to change to reflect the generic approval for a coffee cart like concession. The current wording seems to imply ongoing approval for the specific cart already there. Any concession under the Reserves Act needs to follow the process under the Act linked to the management plan.
1.3 - need to explain what a KNE is and how it differs from an SNA.

Actions 3 - This needs rewording if the current road is legal road. It is not reclassifying but closure of the legal road and then classifying the land as reserve.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text Strongly support the policies and management approach in this plan. Just to note that Ōruaiti Reserve comprises two land parcels 4.27 and 4.28 which form part of the current Ōruaiti Management Plan. Both parcels are managed in partnership with PNBST but one is owned by WCC and was acquired with PNBST support from the adjacent developer as part of a reserves contribution for the adjacent housing development. It might be useful to add in to the land schedule 4.27 that the land is owned by WCC but managed in partnership with PNBST.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text Strong support for the overall approach.
5.2 -Management approach B. The wording is a little confusing here. it talks about transition but really it's about ending the leases and then deciding what to do with the remaining sheds.
5.2 Management approach C. there are no maps showing Karaka Road or the extent of this proposal. Unclear what it actually means.
5.2 Management approach D. Unclear if this means a connection with an old track right around the coastal area or simply a short connection to an old track.
Action 5. Unclear what is meant here by "improve accessibility" to the beach? or better parking access for those with disabilities? Is there a need for more parking at peak times?
Action 8. I understand now what was meant in 5.2 above. The wording in the management approach needs to be much clearer to align with this action. Given this proposal to potentially have a gateway to Matai Moana here then the parking study needs to take this into account.

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Support the approach.
6.2 management approach a. Any review of future toilet facilities should be integrated with future planning around the development of Matai moana.
6.2 Management approach c. Nowhere do you show or say what the Council owned land at Shelly Bay is or how it might link (or not) with the ownership of the other land at Shelly Bay or the proposed Matai Moana reserve.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text Support the approach in this sector.
Sector 8 title - You call Point Jerningham - Jerningham Point here yet further on use Point Jerningham.
8.3 Management approach c - This is a very general statement with no indication of where and how it can be achieved. In addition, there is nothing in the actions about it. recommend deleting it or be more specific.

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Scope of plan - The scope is limited to coastal land owned or managed as public open space. It also says "where appropriate the Council will also apply its values and pathways to other Council - owned land including roads. There do not seem to be specific policies within the plan as to how this will occur in particular with respect to the road corridor. it might be useful to specify how this might work in practice and how the management plan might provide formal guidance for other business units within Council.

it would be helpful if the Plan outlined why large areas of the coastline between Oriental Bay and the boundary with Hutt City Council are not included in this plan as many of the policies and management approaches could apply to some of these areas. In particular the Kaiwharawhara Stream mouth and coastal area should be considered for inclusion in this plan.

Appendix A - Strongly support the development of an integrated set of rules and regulations for use and development of reserve land.

Forestry/plantations (non-native species, production) – Prohibited. This rule is a little unclear as it could imply that native forestry could be permitted and then harvested. If that is the case, then you need to be explicit about that and its implications. Otherwise reword.

Appendix B - Fully support the proposed name changes but also recommend you consider some dual names where established use and community support for existing names is strong.

Strategic and legislative context - It would be useful to outline how the provisions of the District Plan overlap with this plan. in particular the open space categories and the SNA designations in particular.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 154

Contribution ID: 36459
Member ID:
Date Submitted: Jul 22, 2025, 08:09 PM

Q1 **Name**

Short Text: Susan Yorke

Q2 **Suburb**

Select Box: Berhampore

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: These values are entirely appropriate.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I believe the pathways address potential issues that could create disagreement and balance different interests well.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text I fully support this value and all the pathways.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I fully support this value and its pathways. Its great that it takes account of future realities.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I fully support the plan. Its values and pathways are in accord with my own values. I thank the Council for this planning work.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 155

Contribution ID: 36457
Member ID:
Date Submitted: Jul 22, 2025, 04:30 PM

Q1 **Name**
Short Text: Jason

Q2 **Suburb**
Select Box: Brooklyn

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Don't know

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Don't know

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Don't know

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Don't know

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Don't know

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Don't know

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Don't know
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Don't know
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Don't know
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Don't know
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Don't know

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Don't know
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Don't know
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Don't know
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Don't know

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 156

Contribution ID: 36456
Member ID:
Date Submitted: Jul 22, 2025, 01:12 PM

Q1 **Name**

Short Text: Glen Bramley

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: I do like the idea about more Maori place names for these locations - I think all NZers should embrace multi-lingual naming more. Sector 1, Pariwhero Red Rocks for example could probably use more signposting that is multi-lingual as it receives a large number of international visitors as well as locals.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Most of my submission focuses on sector 1 Pariwhero Red Rocks. Allowing or enhancing access to the area I am all for. The main recreational activity I do around here is 4WDing, and a vast amount of the sector people only access using 4WD vehicles. If there are some signposts put up around the entrance where there is more pedestrian access to enhance public safety, I am all for this, but limiting access for 4WD vehicles to the sector I am against. 4WDing has allowed me to connect more with my friends, provide learning on how to drive off-road safely and properly and also uplifted my own mental health (depression, anxiety, ADHD) from being able to be exposed to the beauty around the coastal area which is so unique to Wellington. One of the main reasons I travel far around Pariwhero is to get away from the population dense city itself, and any limitations for vehicle access will prevent this. I love the natural beauty of the area and respect the flora and fauna around the coast but know that there are a limited few who do perform antisocial behavior around here, but prohibition isn't the solution to this problem. Having access for local 4WD clubs for example, or some kind of permit system that could be implemented with the possibility of being revoked would incentivise better behavior from users of the area using motorized vehicles (including motorbikes). Around fire risk, I have 0 issues about limiting access to vehicles that could possibly cause problems (hot exhausts hitting dry grass), but I think closing vehicle access on public holidays would be a backwards step to opening up accessibility to the region. Public holidays are one of the main times trips are planned for vehicles in these areas, and limiting this would seem to be at-odds to opening accessibility up to users. Night time closures I don't see a problem with either,

especially if this limits antisocial behavior, but again, I think incentives work better for people to behave properly rather than what feels like a blanket punishment.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text Storytelling around the coast I totally endorse. More plaques or boards that educate about the history of an area or how this was incorporated in mythologies I think are great for local and international peoples to enjoy. It would engage the community and maybe help with learning and respect for what is available.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Referring specifically to Sector 1 Pariwhero Red Rocks, I would personally like to assist in any way I can to enhance the natural beauty of the area. I am a part of the Akatarawa Forest 4WD club and we are currently engaged in some activities to assist with invasive plant removal and possible future barrier installation to protect the fauna from people and vehicles in the future. I believe there needs to be more community engagement of local groups to assist with these kinds of activities to incentivise and enhance community for the users of the areas. Even if there was a council initiative for 1 day a year for a large-scale litter run around these areas, groups like 4WD clubs would gladly get many hands on board to go around and help clean up the coast from rubbish - it could be a massive event at multiple locations (not just Pariwhero for example) that engages the community to show their respect for the natural beauty at their doorstep. It could be partnering with DOC around education of plant and animal species in the areas at the same time to help people feel like they are making a positive difference and learn something new as well.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text This is around Sector 1 Pariwhero Red Rocks. Around fire risk, I have 0 issues about limiting access to vehicles that could possibly cause problems (hot exhausts hitting dry grass). This I believe has already been in place and I am all about proactive protection. There should probably be an outright ban on open fires around this section of the coast, as I have seen plenty of driftwood fires that people have not quenched after leaving the area which is totally irresponsible. I think closing vehicle access on public holidays would be a backwards step to opening up accessibility to the region. Public holidays are one of the main times trips are planned for vehicles in these areas, and limiting this would seem to be at-odds to opening accessibility up to users. Night time closures I don't see a problem with either, especially if this limits antisocial behavior, but again, I think incentives work better for people to behave properly rather than what feels like a blanket punishment.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text 4WD accessibility I think can be more 'managed' for this area, but I think any widespread kind of prohibition sends the opposite message to users of the area when it's trying to be made more accessible. Incentivising activities is a much better way to get community involvement and help build community and respect for the area. The seals and other wildlife I think should have some more protection - both for them and the public, so some barriers for example in specific locations could be very useful, and assistance to install these could be gained via clubs and groups who use that areas (CCVC, Akatarawa Forest 4WD club to name a few). Getting some community involvement in litter pick up would be nice also - maybe a single day where the community is engaged and maybe a large skip bin provided at the Pariwhero carpark for what is recovered around the coast. Fire prevention should definitely be clearly outlined prior to accessing the area - this could be done with more signposting maybe. Limiting access to a portion of the users (4WD vehicles) I believe is the opposite effect of what the proposal is bringing - it's to engage community and a sense of belonging to all users and a small minority of antisocial users shouldn't evoke a knee jerk reaction to close off access entirely. If there was a way to better report antisocial behavior to authorities I think that would help matters, but I don't have a solution on enforcement. A permit system or club-access only solution could also work (only limited users/groups have access to a gate lock/key for example). Engagement with local clubs would also give you access to a variety of different ideas around ways forward with management and respect to the area rather than punishing many for the actions of a few. Closure to 4WDs should only be a last resort option and believe there are other ways forward to encompass WCC's values and engage and empower its communities.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 157

Contribution ID: 36451
Member ID:
Date Submitted: Jul 22, 2025, 12:57 AM

Q1 **Name**
Short Text: Henry Fyers

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Don't know

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Don't know

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Don't know

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Don't know

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Don't know

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I am strongly opposed to the limitations on 4wd activities stated in the plan. Although I personally take part in limited 4wd activities, I know that this area is very popular with enthusiasts and other options are limited that provide a similar experience. I look forward to a 4wd adventure in this area, and have many friends who go most weekends. The proposed plan is allegedly based on complaints, but recent OIA requests have suggested these are very limited. I ask that reconsideration of limiting 4wd access to this area is considered - is it really that impactful? If a permit system is required, it should be open and allow reasonable access - including on Sundays (when else would you go) to the area. This is a long standing and popular trail!

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Don't know
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Don't know
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Don't know
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support

water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Don't know
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Don't know
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Don't know
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 158

Contribution ID: 36439
Member ID: 2976
Date Submitted: Jul 21, 2025, 10:48 AM

Q1 **Name**

Short Text: Sue Scott

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email:

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text
The Island Bay Marine Education Centre is a taonga and should be supported by the WCC - not threatened. I've taken my children and now my grandchildren there regularly. They are doing an excellent job- the only facility in Wellington providing high-quality fascinating education about marine education about marine animals for people of all ages. I learn something new every time I visit. It's affordable and a high-quality experience. Much better than the Zoo or Zealandia. Wake up WCC!

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 159

Contribution ID: 36416
Member ID:
Date Submitted: Jul 18, 2025, 12:17 PM

Q1 **Name**

Short Text: Paul Elenio

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I am opposed to the inclusion in the coastal plan the removal of the old bait house that sits on the eastern side of Island Bay. There is no justification for removing this building and the loss of the aquarium and there is much to justify its retention. The bait house has been located at its site for more than 70 years. My father was an Italian commercial fishermen on boats moored in the bay. Each day the fishermen would take frozen bait from the building and load it onto dinghies and then row out to the launches. It was back-breaking work but there was no alternative. The bait house is iconic and represents an era of successful fishing that has now died out. In recent years the bait house has taken on an educative responsibility, a place where people of all ages but particularly children can see up close the marine life collected and placed there. There are many school groups who make the bait shed an important part of their education almost daily. There is no reason to remove the bait house. The possible removal has had virtually no publicity and local people are very concerned at this proposal.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose

Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat oppose
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 160

Contribution ID: 36413
Member ID: 2976
Date Submitted: Jul 18, 2025, 11:11 AM

Q1 **Name**
Short Text
Pete Jones

Q2 **Suburb**
Select Box

Q3 **Email**
Email
[redacted]

Q4 **I am making this submission:**
Multi Choice
as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q10 **Please let us know a bit more about your choice.**
Long Text

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q12 **Please let us know a bit more about your choice.**
Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q14 **Please let us know a bit more about your choice.**
Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Ref blocking vehicle access from / near Karori Stream.

I'm not the best on computers & the steps to do a survey but wanted to have some input into this as have ongoing 1st hand knowledge of what goes on.
I live part time on the south coast / [redacted] & also work part time as a contractor for capital kiwi - so am often moving around the south coast.

I was doing the trap lines today from Cable bay to Karori stream and as usual (every single time) filled an entire tub of rubbish.
Beer bottles, nappies, assorted rubbish, food packaging - you name it & that's only the new recent stuff.
The poo / toilet paper all over the place in bushes I don't touch..

There was also another big pile of paua shells I saw discarded in the shallows - more poaching & I often see vehicles sneaking around the coast in the middle of night.

Its endless - damaged dunes & grasses, rubbish & litter, fires still smouldering, large scale poaching - needs to be stopped & a simple gate closure will sort it.

There also seems to be a lot of seals moving further around coast - from cave bay to cable bay that are being disturbed by the 4 x 4 idiots who tear the place up .
Only a matter of time before one of them is in a serios accident..

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 161

Contribution ID: 36412
Member ID: 2976
Date Submitted: Jul 18, 2025, 11:05 AM

Q1 **Name**

Short Text: Warren Rankin

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Evans Bay Marina Tenants Group

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: 0

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Hi

I am Warren, the Chairperson of the Evans Bay Marina Tenants group, Chairperson of Sailability Wellington and life member (62 years) of Evans Bay Yacht and motorboat Club.

This submission is representing marina tenants of Evans Bay Marina but draws on all my other boating experience as well.

History

1. Most of the Marina boating tenants are on low income or are beneficiaries.

We have a charter with the WCC which includes an agreed financial model

We have been working with WCC officers and staff for over 20 years to improve outcomes for the marina and tenants.

We believe we have done everything possible to help WCC and tenants get the best outcomes possible.

Since we started meeting with WCC over 20 years ago we have been asking for the development of a future plan as we knew the marina was nearing the end of its viable life.

WCC officers refused to engage in these discussions.

In frustration in 2017, we tenants paid for a highly regarded marina planner to develop a cost efficient, safe, plan. The plan would enable a new marina of floating piers at a price tenants could afford. and would futureproof the life

of the marina. (Shearwater 2018)

We gave the plan to WCC officers and until 2 years ago they refused to engage about implementing the plan but had no sensible alternatives. WCC had BECA do lots of reports and all stated the marina needed renewal from about 2022.

Recently WCC commissioned an update of the Shearwater plan we submitted. By now the costs had spiralled to be now costing about 16 million dollars. A now non affordable option for most tenants and a big risk for WCC.

WCC has done minimal repairs over the period but not invested in long term solutions.

Currently

I refer to pages 137 and 138 of the Draft Coastal Plan

It is great to finally see the marina in a future plan. Indeed sea level rise is evident by some jetties being awash during large weather events.

There is no growth in the number of boats in the Wellington area.

Solution

Marina

We are told WCC has no funding for a new marina.

We now suggest WCC obtain updated costs and presell floating berths. For sale on long term leases -on pier one and offer pole berths when pier 2 and 3 reach their end of life.

This would be very cost effective, minimal risk and expense, and meet sea level rise issues for WCC and offer options for tenants.

We also submit that the management of the marina could be easily run by the marina supervisor from the office using a package like XERO to avoid the expensive and ever increasing WCC unnecessary internal costs.

P138 also states use "alternative finance model for the marina. That is unnecessary. [redacted] from WCC finance agreed the model we currently use is usable and developed an updated model in 2018 that would work with the new floating marina we presented.

Precinct

The draft plan page 138 states develop a master plan.

This idea was suggested in 2021 and has no support from any stakeholders -especially EBMTG, nor the Evans Bay Yacht club. The area does not need more bureaucracy or more costs and has 3 distinct areas.

Access

Page 138 states enhance access. This appears out of touch with WCC plans. The cycleway will take away over 130 parks. There will be no parking for boaties and club affiliates like Sailability, waka and canoes. Who all carry heavy gear when they attend.

Hub

P138 also states develop a new recreation hub. The yacht club is the hub offering diverse affiliates from the community ability to use the club. There is a desire and room for more affiliates at the club. There is no need to build more buildings and costly infrastructure.

Conclusion

The Tenants group look forward to both WCC and ourselves continuing to uphold the signed charter and working meaningfully together to get the best outcomes possible.

Kind Regards

Warren Rankin

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 162

Contribution ID: 36398
Member ID:
Date Submitted: Jul 16, 2025, 09:43 PM

Q1 **Name**

Short Text: Andrew Cooper

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Mākara Peak Mountain Bike Park Supporters Inc

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

The Mākara Peak Mountain Bike Park Supporters ('the Supporters') are a volunteer organisation that was established in 1998 and are made up of keen mountain bikers, runners, walkers and residents with a passion for Mākara Peak and a vision for a world class MTB park in regenerating native forest, which we are developing in partnership with Wellington City Council.
Our focus in submitting on the Coastal Management Plan is to support the proposed cycling initiatives contained in the plan.
Of particular interest to the Supporters is the proposed Te Kopahou coastal trail, which has the potential if developed as an off-road cycle trail as well as walkway to become an exceptional adventure ride for both residents and visitors to Wellington. It would have the potential to be a significant attractor to Wellington of adventure tourists, particularly when combined with other MTB investments in the region. We would also like to advocate for inclusion in the Coastal Management Plan an addition to the proposed coastal trail proposal to include a connection to Karori via Mākara Peak, a vision which is included in the Mākara Peak Master Plan. Such a connection will expand the usability of the coastal trail by enabling different route and loop combinations.
MPS is also strongly supportive of expanding the MTB trail network around the city and therefore strongly support the proposed grade 4 Carters Park trail descending to Shelly Bay and for the conversion of Massey Road into permanent recreational use, i.e. closing Massey Road to general traffic completely.

Thank you for the opportunity to submit.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text With a strong conservation focus, the Mākara Peak Supporters are strongly supportive of ecosystem restoration and related values.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Of particular interest to the Mākara Peak Mountain Bike Supporters is the proposed Te Kopahou coastal trail, which has the potential, if developed as an off-road cycle trail as well as walkway, to become an iconic adventure ride for both residents and visitors to Wellington. It would have the potential to be a significant attractor to Wellington of adventure tourists, particularly when combined with other MTB investments in the region. We would also like to advocate for inclusion in the Coastal Management Plan an addition to the proposed coastal trail proposal to include a connection to Karori via Mākara Peak, a vision which is included in the Mākara Peak Master Plan. Such a connection will expand the usability of the coastal trail by enabling different route and loop combinations.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text The Mākara Peak Mountain Bike Supporters is also strongly supportive of expanding the MTB trail network around the city and therefore strongly support the proposed grade 4 Carters Park trail descending to Shelly Bay and for the conversion of Massey Road into permanent recreational use, i.e. closing Massey Road to general traffic completely.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 163

Contribution ID: 36397
Member ID:
Date Submitted: Jul 16, 2025, 08:05 PM

Q1 **Name**
Short Text: Conrad Healy

Q2 **Suburb**
Select Box: Broadmeadows

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
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Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 164

Contribution ID: 36396
Member ID:
Date Submitted: Jul 16, 2025, 01:31 PM

Q1 **Name**

Short Text: Svend Hansen

Q2 **Suburb**

Select Box: Khandallah

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: Driving on beaches should be strictly forbidden for recreational purposes (allowing DOC rangers access when needed for doing their job).
Dogs should only be allowed on dog beaches, and only off leash on very selected locations, preferably only when fenced.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text Protection of wildlife and ecosystems should have priority over all facilitation of recreational activity.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text No driving for recreational purposes should be allowed here at any time.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Shelly Bay should be a no-dogs area, due to the thread to the local kororā from off leash dogs. Unfortunately it doesn't seem possible to enforce on-leash only dogs, so the necessary step must be to exclude dogs from the area. Shelly Bay could benefit from being closed in the middle, so access is possible by car, but it's not possible to use it as a route to get around the coast. This, combined with speed reduction features (speed bumps) would be another great way to protect the kororā, as many are still killed by speeding cars.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support

Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 165

Contribution ID: 36393
Member ID:
Date Submitted: Jul 16, 2025, 01:26 AM

Q1 **Name**
Short Text: Natalie guldborg

Q2 **Suburb**
Select Box: Miramar

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

I support the ideals and values behind this action, however the removal of the island bay marine education centre is a horrible mistake and a huge disruption for the community you claim to be strengthening. The island bay marine centre has been a stronghold of learning and the encouragement of curiosity for three decades. Stop focusing on half-assed 'improvements' and take actual action to improve the city. Fix the water, fund the arts, fund the education and keep the island bay marine centre.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 166

Contribution ID: 36387
Member ID:
Date Submitted: Jul 15, 2025, 01:39 PM

Q1 **Name**
Short Text: Shewell

Q2 **Suburb**
Select Box: Te Aro

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
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Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 167

Contribution ID: 36383
Member ID: 2976
Date Submitted: Jul 15, 2025, 09:46 AM

Q1 **Name**

Short Text: Rachel Lyon

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Kia ora Wellington City Council,

I am writing to express my deep disappointment and growing concern upon discovering that the Wellington City Council is considering the removal or repurposing of the Island Bay Bait House as outlined in your draft Tātou ki Uta, Coastal Reserves Management Plan.

How dare this Council consider demolishing one of the last-standing heritage icons of Wellington's working coastline. While you waste millions on impractical vanity projects, you now turn your attention to dismantling a site that has served as a vital marine education centre, a cultural cornerstone, and a beloved part of Island Bay's identity for decades.

Let me be clear:
The Bait House is not just a building. It is a living taonga, a historical link to our fishing heritage, a hub of marine learning, and a cherished space where generations of Wellingtonians have come to connect with the sea and each other.

We as a city cannot stand by while our most treasured places are devalued and destroyed. First it was the Begonia House. Now it's the Bait House. What's next, Te Papa?

You speak of climate resilience, sustainability, and education, yet the actions taken by this Council increasingly show a ruthless disregard for the very heritage and community assets that reflect those values. Instead of threatening demolition, the Council should be investing in the Bait House as a flagship eco-tourism and marine learning hub, celebrating and expanding on the incredible work already being done by volunteers and educators there.

Please know I will be taking this issue public. I will be shining a bold spotlight on the wasteful, frivolous spending of taxpayer dollars and exposing the neglect of our historic and educational institutions. I will not allow this proposal to proceed without a fight, and neither will the thousands of Wellingtonians who love the Bait House and what it represents.

I urge you to reconsider this short-sighted proposal immediately. If you want to show true leadership, work with the community to protect and future-proof the Bait House, not tear it down.

I look forward to your formal response.
Ngā mihi,

Rachel Lyon
Island Bay Resident & Supporter of the Island Bay Marine Education Centre

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 168

Contribution ID: 36382
Member ID: 2976
Date Submitted: Jul 15, 2025, 09:44 AM

Q1 **Name**

Short Text: Kay Jenning

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Hi there

Thank you for sending the coastal plan for review. I have had a look at the parts that I am interested in and what is proposed largely makes sense.

I have one VERY IMPORTANT REQUEST, where areas are being given names in Te Reo Māori, PLEASE PLEASE PLEASE can you also keep a current or English name for those of us that cannot speak Maori. Preferably in a different colour or font so the two languages are easily distinguished.

I was always hopeless at all language subjects at school, I am an immigrant to NZ and know that I will never be able to learn Te Reo. I feel overwhelmed with the amount of Maori names that are now being used in everyday life and as an older person I struggle to remember the names of things in English let alone things in a language that is completely foreign to me. My brain just shuts down if I try to read something strewn with unfamiliar Maori words. It also makes me feel like I am not welcome if I can't understand the words, making me feel sad in a country I love and that is my home.

Please treat my request how it is meant, with kindness and sincerity, I am not trying to be awkward or disrespectful to Maori, just asking for consideration of older people like myself and also all the other immigrants, especially those who struggle with English as a second language.

Best regards

Kay

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q12 **Please let us know a bit more about your choice.**

Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 169

Contribution ID: 36381
Member ID: 2976
Date Submitted: Jul 15, 2025, 09:41 AM

Q1 **Name**

Short Text: Matt Farrar

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Trails Wellington

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text
Congratulations WCC on producing a comprehensive coastal management plan for our city. We believe this plan will ensure that our coastal reserves are well cared for and managed well into the future. We fully support it although there are three specific comments our community has.

1. Te Kopahou tracks plan – Great we are keen to continue to work with WCC to support the development of trails in Te Kopahou.
2. Te Kopahou coastal trail – We fully support the addition of this trail to Wellington's trail network although we would like to see it be designed to allow for biking as well as walking. We also believe that this trail should provide a connection from the south coast to Karori. This will enable loop rides and walks and greatly enhance usage of the trail.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text
3. We are fully supportive that the G4 Carters Park trail descending to Shelly Bay is to be investigated by WCC.
4. We like the idea of transforming Massey Road (between Shelley Bay and Scorching Bay) into a recreational zone, however we don't believe your proposed investigation goes far enough in its scope. We would like to see the investigation look at totally closing this road to vehicles. We believe it's value as a recreation asset would far exceed the loss of road use given it is not a necessary transportation link.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Trails Wellington would be keen to participate/work with WCC on all 4 of the areas identified above.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 170

Contribution ID: 36380
Member ID:
Date Submitted: Jul 15, 2025, 09:39 AM

Q1 **Name**
Short Text: Rowan

Q2 **Suburb**
Select Box: Houghton Bay

Q3 **Email**
Email:

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 171

Contribution ID: 36379
Member ID: 2976
Date Submitted: Jul 15, 2025, 09:38 AM

Q1 **Name**

Short Text: Andrew Tollison

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text
Well done WCC on producing a comprehensive coastal management plan for our city. We believe this plan will help protect and enhance Wellington's coastal reserves for the future.

We strongly support the plan overall and wish to comment on three areas in particular:

Te Kopahou Trail Network: We support the continued investment in the Te Kopahou trail network, as signalled through the reference to the Te Kopahou Tracks Plan. This area is a long-standing priority for our community, and we welcome WCC's commitment to improving and expanding the trail system.

Te Kopahou Coastal Trail: We fully support the addition of this trail to Wellington's trail network. We would like to see it designed for both walking and biking, and to include a connection from the south coast to Karori. This would allow for loops and greater accessibility.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text
G4 Carters Park MTB Trail: We support WCC's investigation of this trail to Shelly Bay and look forward to seeing it progress.

Massey Road: We support the idea of transforming this road into a recreation zone. However, we believe the investigation should go further – including the option of fully closing the road to vehicles. This would significantly enhance its recreational value and aligns with climate resilience goals.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 172

Contribution ID: 36358
Member ID:
Date Submitted: Jul 14, 2025, 03:24 PM

Q1 **Name**
Short Text: Jennifer Bennett

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text: I do support the three pathways recognising Mana Whenua presence, treaty settlements and place names as the first people to settle NZ, not forgetting the later immigrants to the country

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text: The final value - But with the provision owners pick up and take away any droppings from their dog. Also tighter provision of dogs for the protection of Little Bllue Penguins, maybe even banning them from where penguins nest.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text It is so important to control invasive species and protect wildlife recovery and each of the values supported here

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Absolutely support these three values

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Stronger rules for dog control in Reserves and the picking up of poo bags. That people respect the work done in reserves, not to damage plantings and to pick up litter.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 173

Contribution ID: 36343
Member ID:
Date Submitted: Jul 14, 2025, 01:21 PM

Q1 **Name**

Short Text: Dante Dawes

Q2 **Suburb**

Select Box: Newtown

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Gender-neutral public bathrooms with room to use a changing room, additional to gendered changing rooms for those who want them

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text
Extending marine ecosystem protections, especially around over-fishing and the impact that has on kelp forests through the creation of kina barrens.
Increasing education about the interconnected nature of coastal eco-systems and the wider marine environment

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice
Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text
This could be a very good opportunity to start conversations within communities about climate change as a whole. Signage in vulnerable coastal areas explaining how sea level rise occurs and what people can do about it could be a good way to get this going, potentially with wider community outreach and education for those most impacted.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays
Hue te Para
Lyall Bay
Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text
I visit this area several times a week, and love it very much. Would be cool to see more signage talking about the marine reserve, it's history and impact, so that people can get an idea of how cool the underwater ecosystems in that area are!

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text
Bit difficult to see from the beach where the dog area ends. Not sure how this could be solved, but potentially something to consider

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text
Would be good to have 24/7 public toilets

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support

A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Love the coastal environment very much. My only concern is that the climate adaptation value may not be being properly weighted, as the impact sea level rise has on every other consideration. Infrastructure built now may have to be replaced or relocated rapidly, and dunes restored through natural processes may be destroyed anyway. This should be front-of-mind in every decision made about coastal management.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 174

Contribution ID: 36335
Member ID:
Date Submitted: Jul 14, 2025, 12:55 PM

Q1 **Name**
Short Text: Garry Wright

Q2 **Suburb**
Select Box: Owhiro Bay

Q3 **Email**
Email:

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: The coast is Ok and does not need further meddling. All you need to do is concentrate on the sources or pollution especially the litter on the streets that gets washed into the sea then ends up on the coast

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: As long as the costs are kept down

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q14 **Please let us know a bit more about your choice.**
Long Text: Let's just concentrate on protecting the coast through careful design

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Be sensible and do not go over the top. Try to do with existing capacity to keep costs down

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text As far as adapting planning for sea level rise. You cannot fight nature. People who live near the coast do so at their own risk

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat oppose
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Don't know
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Don't know
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Just concentrate on the basic services and infrastructure. There are ratepayers who cannot afford rate increases due to over the top spending. If it's going to cost more then don't do it.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 175

Contribution ID: 36326
Member ID:
Date Submitted: Jul 14, 2025, 12:14 PM

Q1 **Name**

Short Text: Jeremy Baker

Q2 **Suburb**

Select Box: Te Aro

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Rāngai o Onemutu
Oriental Bay
Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 176

Contribution ID: 36322
Member ID:
Date Submitted: Jul 14, 2025, 10:58 AM

Q1 **Name**
Short Text: David Sole

Q2 **Suburb**
Select Box: Johnsonville

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text While in principle I strongly support his I have chosen 'somewhat' as there are gaps in the provided data and there are assumptions and suppositions which are unlikely to be adequately resourced and realisable particularly from Owhiro Bay westwards to Karori Stream

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text The principle issue for this sector is resourcing. Much of the proposed plan simply replicates the finer details of the 2002 plan and leaves hanging multiple outcomes which have not been achieved.
Increased monitoring and enforcement will address many concerns and perceptions anecdotally held. While 4wds are an obvious target, in some instances rightly so, motorbikes. quads and side by sides traversing the beaches at speed remain an ongoing issue.
Over last summer, during the fire bans, there were large groups with large fires. On one trip there were five fires between Devils Gate and Karori stream.
There are more opportunities for engaging with user groups and stakeholders particularly with weed control.
On the weekend of 12/7/25, and having done so many years previously, I assisted withe a dune replanting. It was very disappointing to see the amount of pig roots right on the beach and through the remaining dunes which had been completely turned over. This is not 4wds or other users causing damage. It is lack of pest control and renders any restoration works almost pointless.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. -

Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 177

Contribution ID: 36321
Member ID:
Date Submitted: Jul 14, 2025, 10:39 AM

Q1 **Name**

Short Text: AM Hammond

Q2 **Suburb**

Select Box: Owhiro Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: What is beneficial for Mana Whenua is beneficial to all.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: you can't make everywhere accessible for people/vehicles etc and you shouldn't. there should be larger areas reserved just for nature itself. The support of native flora and fauna should take precedence everywhere. I have a comment on dogs. Dog ownership is increasing and with that there are more and more people who let their dogs off leash in on-leash areas or just regular streets and roads - I see it constantly and it is infuriating and the more dog owners see other dogs off leash the more they think it is ok. if you are going to increase accessibility then good signage and most importantly enforcement. There needs to be good funding to crack down, for the sake of native fauna but also other people. I am sick of dodging dog shit an not wanting to take my kids on walks because of dogs off leads.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Dogs off lead along the Owhiro Bay parade paths and beaches and red rocks is rampant and dog shit is everywhere and the dog owners do not care about the native fauana at all.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including

closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

no more dogs off leads!

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 178

Contribution ID: 36319
Member ID:
Date Submitted: Jul 13, 2025, 11:13 PM

Q1 **Name**
Short Text: Melissa Bryant

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Don't know

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Don't know

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Don't know

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Don't know

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Don't know

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Kia ora. I just came here to quickly say that the Bait House Aquarium is really important for kids & grownups, locals and visitors, friends and whānau who are learning about our local, national & global marine environment. It's a joyful and inexpensive for us to visit and learn important things from well-informed and very helpful people, set in the context of a real seaside environment and close to the city. If you do end up "Review[ing] options for removal or repurposing of the bait house", please make sure it doesn't disappear! Ngā mihi.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Don't know
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Don't know

A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Don't know
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Don't know
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Don't know
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Don't know

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 179

Contribution ID: 36318
Member ID:
Date Submitted: Jul 13, 2025, 10:06 PM

Q1 **Name**

Short Text: Lee Rowland

Q2 **Suburb**

Select Box: Hataitai

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Enjoyment of the coastline and sea is hugely important to myself and other Wellingtonians. Your proposals to enable this going forward, while minimizing the impact to natural habitats, is inspiring.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: Nowhere else I have lived has had a council which acknowledgesthe importance of the character of a natural area so strongly. It's wonderful!

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Your goals are hugely important and are right on the money in the context of global biodiversity loss and climate change.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays
Hue te Para
Lyall Bay
Te Whanga Rāwhiti
Eastern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text All great initiatives, except the proposed retreat of the Bait House. I understand that's it's in a high-risk area and could involve considerably cost to save. What you're missing is its importance in educating generations of people in the very same issues your management plan embodies, eg biodiversity, care of the coastline, passion for and care of the natural world. The Bait House reaches people that your initiatives never will. You can place all the signage you like, print flyers and posters, try to educate the public, but none of that matches the experience of talking to their passionate volunteers and experiencing sea life first hand.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text I would like to see the airport end of Lyall Bay closed to dogs. Many dog walkers ignore the temporary signage which goes up at nesting times.

Also it would be good to make it clearer where the dog walking areas are on Lyall Bay Beach. I'm a dog owner myself and it drives me mad seeing other owners walking in the no-dog areas. How about some kind of indicator on the sand itself? Like embedded rocks or a netted pathway or something? I'm not sure what's possible/what could withstand the storms!

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text Just a quick note on Scorching Bay. Yes, I agree parking needs to be improved. But how about improving public transport too? Extra buses during the weekend in the summer months? A 'park & ride' style shuttle bus from Miramar? (If you can source a decent sized car park which could be used, say from a Monday - Friday business which would have an empty car park at weekends).

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
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Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 180

Contribution ID: 36305
Member ID:
Date Submitted: Jul 13, 2025, 11:53 AM

Q1	**Name**	
Short Text		Sandra Laws
Q2	**Suburb**	
Select Box		Island Bay
Q3	**Email**	
Email		[redacted]
Q4	**I am making this submission:**	
Multi Choice		
Q5	**Name of organisation you are submitting on behalf of**	
Short Text		
Q6	**Would you like to make an oral submission to the Councillors?**	
Multi Choice		No
Q7	**Please provide your phone number so you can be contacted to arrange your oral submission time.**	
Number		
Q8	**Do you support or oppose the overall direction of the plan? (Choose one option)**	
Multi Choice		Somewhat support
Q9	**To what extent do you support or oppose this value and its pathways?**	
Multi Choice		Strongly support
Q10	**Please let us know a bit more about your choice.**	
Long Text		
Q11	**To what extent do you support or oppose this value and its pathways?**	
Multi Choice		Strongly support
Q12	**Please let us know a bit more about your choice.**	
Long Text		
Q13	**To what extent do you support or oppose this value and its pathways?**	
Multi Choice		Strongly support
Q14	**Please let us know a bit more about your choice.**	
Long Text		
Q15	**To what extent do you support or oppose this value and its pathways?**	
Multi Choice		Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Please keep the Bait Shed and the Aquarium at Island Bay

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
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for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
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Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Please keep the Island Bay Bait House and its aquarium.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 181

Contribution ID: 36304
Member ID:
Date Submitted: Jul 13, 2025, 09:13 AM

Q1 **Name**

Short Text: Jessica Gorman

Q2 **Suburb**

Select Box: Newtown

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Please don't close the bait house, it's a wonderful experience for children and families and is so accessible and special. It would be such a shame to lose this.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 182

Contribution ID: 36300
Member ID:
Date Submitted: Jul 12, 2025, 10:37 PM

Q1 **Name**
Short Text: Sandra Donsen

Q2 **Suburb**
Select Box: Mount Victoria

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text: I think it is essential to have an healthy, enduring relationship reflecting the intent of the Treaty.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: Access to natural environments is essential to human health and enrichment.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text: maintaining awareness of the past sets us up for a fullsome future

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text It is important to protect what we have.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I love this area, the opportunity to get a good lung full of pure clean air is a gift.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I have history with the Bait House. I have been visiting it over many years and the University Lab before that. This is a unique place, offering an education on the very place that it sits. It would be a travesty to see it go.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 183

Contribution ID: 36298
Member ID:
Date Submitted: Jul 12, 2025, 08:47 PM

Q1 **Name**

Short Text: Beth

Q2 **Suburb**

Select Box: Southgate

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Don't know

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Don't know

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Don't know

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Taputeranga
Southern Bays
Hue te Para
Lyall Bay
Rangitatau
Moa Point to Breaker Bay
Te Whanga Rāwhiti
Eastern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Ākautangi
Cobham Dr to Point Jerningham
Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Save the octopus house. My kids and school love it. Such great fun learning had by all.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Save the octopus house. My kids and school love it. Such great fun learning had by all.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text Save the octopus house. My kids and school love it. Such great fun learning had by all.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text Save the octopus house. My kids and school love it. Such great fun learning had by all.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text Save the octopus house. My kids and school love it. Such great fun learning had by all.

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Save the octopus house. My kids and school love it. Such great fun learning had by all.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Save the octopus house. My kids and school love it. Such great fun learning had by all.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text Save the octopus house. My kids and school love it. Such great fun learning had by all.

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Don't know
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Don't know

Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Don't know
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Don't know
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly oppose
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Don't know
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Don't know
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Don't know
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 184

Contribution ID: 36297
Member ID:
Date Submitted: Jul 12, 2025, 06:25 PM

Q1 **Name**
Short Text: Karen O'Rourke

Q2 **Suburb**
Select Box: Tawa

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: A modern society should not favour one culture's interests over any others.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: Marine and coastal areas should be accessible to all who respectfully visit

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text: Facts are preferable to stories.
All historical knowledge should be shared without prejudice or favour.

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text The bait house is an important education tool which should be preserved to aid in achievement of this goal

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Leave the bait house where it is

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 185

Contribution ID: 36295
Member ID:
Date Submitted: Jul 12, 2025, 04:33 PM

Q1 **Name**

Short Text: Elke Veeh

Q2 **Suburb**

Select Box: Southgate

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays
Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I woulkd like to see recreational 4WD driving heavily restricted here, and eventually banned altogether. The erosion caused by the vehicular traffic will not help as the sea level continues to rise. The cars are also a danger to wildlife and pedestrians.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Consider expanding the dark sky street lighting provisions to the entire hillsides south of the tallest adjacent hill/ridges. The night sky in these areas is amazing when there's a blackout, as the hill blocks most of the glow from the city centre.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
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water-based recreation and improve public access. - Strongly support
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 186

Contribution ID: 36294
Member ID:
Date Submitted: Jul 12, 2025, 04:30 PM

Q1 **Name**
Short Text: Manu L

Q2 **Suburb**
Select Box: Te Aro

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text: Whilst I value this, I would want expenditure to be balanced with other values and gains.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: Access is key.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Wellington's coastal wildlife is a key reason of it's success. It must be preserved or the other values are useless. This should be #1.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text Preserve the coast, but don't be afraid to let private land ownership bare the burden of climate change. They can afford it on the value of their land. Do not spend money protecting private value.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Te Whanga Rāwhiti
Eastern Bays
Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text Please enhance pedestrian and non-car users safety and comfort around the Scorch O Rama cafe. Suggest a pedestrian crossing and possibly narrowing to one lane (cars giving way to each other) to give non-car users more comfort and enjoyment.

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Big supporter of Massey Road becoming one way with more running, biking, walking focus for the space! This is such a great idea and seems obvious!

Suggest implementing a freedom camping spot in this quiet section of coast. Extend freedom camping to support tourism passing through via ferry and encourage diversity of wealth enjoyment of the capital the NZ way.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Option to have bike / walking go around Greta Point rather than through urban area? I've never known this was an option. Redirect footpath around coast if possible. Feels very private and exclusive on south end.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support

Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Great plan :) Regarding some of the pathways:
Pathway 2.2
Prioritise wider footpaths all the way around but in high use areas.
Pathway 2.3
Fishing only 8%, don't focus on it. Also bad for marine life.
Boating only 6% and exclusive. Focus less on ramps and marinas. Used mostly by wealthy people.
Walking/running/relaxing/wildlife & biking all high % and accessible regardless of wealth. Focus on these.
More dog poo stations and encouragement to clean up. High use of dogs means poo on footpaths.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 187

Contribution ID: 36291
Member ID:
Date Submitted: Jul 12, 2025, 10:36 AM

Q1 **Name**

Short Text: Denyse Cortes

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 188

Contribution ID: 36282
Member ID:
Date Submitted: Jul 11, 2025, 01:05 PM

Q1 **Name**
Short Text: Angie Deakin

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text: I absolutely support your intent however I notice that you have included an action to demolish or repurpose the Bait House. In my view this action will undermine your purpose as the Bait House and the marine education centre based there provide an essential connection to the natural ecosystem for visitors and schoolchildren

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text I absolutely support your intent but again I feel that your plan to demolish or repurpose the Bait House contradicts this goal. In my view this action will undermine your purpose as the Bait House and the marine education centre based there provide education to support the coastal and marine environment and should be preserved.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I absolutely support your intent however I strongly oppose your proposed action to demolish or repurpose the Bait House. In the body of the report you describe the Bait House and its marine education centre as a key attraction of Island Bay. You provide no reason in the report for demolishing the building or repurposing it in the report and describe no link between this action and the benefits to the coast. By doing so you will remove a key educational resource for the coast and away to connect visitors and children to the importance of our coastal and marine environment

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I notice that you have included an action to demolish or repurpose the Bait House. In my view this action will undermine your purpose for coastal management as the Bait House and the marine education centre based there provide an essential connection to the natural ecosystem for visitors and schoolchildren alike.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support

Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 189

Contribution ID: 36280
Member ID:
Date Submitted: Jul 11, 2025, 10:53 AM

Q1 **Name**

Short Text: Jim Mikoz

Q2 **Suburb**

Select Box:

Q3 **Email**

Email:

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: WELLINGTON RECREATIONAL MARINE FISHERS ASSOCIATION

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

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Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

1
WELLINGTON RECREATIONAL MARINE FISHERS
ASSOCIATION
WE RECOGNISE MANAGED FISHERIES
[redacted] Newlands, Wellington. Tel [redacted] Email [redacted]
8 July 2025
From:Jim Mikoz
President
Wellington Recreational Marine Fishers Association
To coastalplan@wcc.govt.nz
To [redacted]
Open Space & Recreation Planner | Parks, Sport & Recreation | Wellington City Council |
E [redacted]
Dear CRMP Project Team

On behalf of the Wellington Recreational Marine Fishers Association, I am writing this submission. Within this submission we will bring the knowledge we have acquired, after we found that there has not been any scientific research into the value of our intertidal zone to marine species or had discovered its ecosystem.
The Draft Plan lacks information describing the value of the intertidal zone to marine and freshwater species. However, this is not quite true, and I will get to it further on.
2
This submission will work through these questions.
1 What is the value of the ecosystem in the intertidal zone to freshwater and marine fish?
2 How I had wastelands recognised as the intertidal zone
2 (A) Discovering “Natural Ecosystems”
3 What is within an estuary in Wellington?
3 (A) How we restored the marine ecosystems of Petone Beach.
4 Discussing the points in the WCC 2024 Coastal Reserves Management Plan
4 (A) Owhiro Bay boat ramp
5 Discussing the points made in the WCC Draft Coastal Reserves Management Plan 2025
5 (A) The most common fish found in the intertidal zone is yellow eyed mullet
5 (B) The environmental disaster in Lyall Bay
5 (C) Presentations describing marine ecosystems
5 (D) The future of South Coast ecosystems
5 (E) Meridian West Wind Turbine project and the Makara Guardians search for a marine scientist with intertidal knowledge.
5 (F) Describing ecosystems to the GWRC management in a presentation
3
5 (G) The region’s estuaries in 440 pages by DOC
5 (H) Section 1 Background
5 (I) We endorse the Plan function
5 (J) Section 2 : Values and Pathways
Ecosystems of Wellington Marine Coastal Area- indicative species
5 (K) Threats to Hector dolphins
5 (L) Draft Plan has failed to comply with 2010 NZ Coastal Policy Statement
5 (M) Key issues and emerging challenges for coastal reserves
5 (N) Describing the impact of fast ferries on marine food source
5 (O) Pathway 2.1 Strategic placements of coastal amenities
5 (P) Pathway 3.1 Protect the coastal character through careful design
5 (Q) Actions Enduring connections to the Landscape
Prevent vehicle intrusion into sensitive ecosystems
5 (R) Theme 2 Ecosystems, wildlife and Natural Habitats – Protection and Restoration
5 (S) Pathway 4 Targeted ecosystem restoration.
5 (T) Pathway 2.1 Strategic placement of coastal amenities
5 (U) Pathway 3.1 Protect the coastal character through careful design. Phase out unnecessary coastal structures
5 (V) Enduring connections to the landscape
5 (W) The value of beach cast seaweed to marine species
4
1 What is the value of the ecosystemin the intertidal zone to freshwater and marine species?
I have read the 2024 Coastal Reserves Planand the word “ecosystems” appears four times yet there is no definition of what an ecosystem is.
I have read the 2025 Draft Coastal Reserves Management Planand the word “ecosystem” appears fifty times and again there is no definition.
I have read the Greater Wellington Regional Council (GWRC) Key Native Ecosystem Operational Plan for Wellington South Coast 2020 – 2025 and the word “ecosystem, or ecosystems” appears 31 times and once again there is no definition provided.
The Draft 2025 Coastal Reserves Management Plan has no description of an ecosystem in an estuary or the intertidal zone. As a result, there is no description of how native freshwater and marine fish use the ecosystem in an estuary. The Plan fails to name one marine fish that can be found in our region’s estuaries yet marine fish can be commonly found in every estuary in New Zealand. The Plan fails to describe how native freshwater and marine fish use the waters of an estuary at the time of spawning. The Plan fails to name the most valuable plants in an estuary to both freshwater and marine species. The Plan fails to describe why yellow eyed mullet travel in massive schools into an estuary at night.
The reason why there is no science paper describing an intertidal ecosystem is simple, there is not a published science paper. The intertidal ecosystem is a secretive environment that cannot

be discovered by sitting at the side of the banks and going home when the sun sets, as you would have learnt nothing. The intertidal zone is 20% more productive than the sea and 7% more productive than the land and within this zone there is an ecosystem that provides a variety of food sources for freshwater and marine species and coastal sea birds. As Government science providers had not identified the food sources in the intertidal zone I used my marine knowledge and obtained the information. Some of my discoveries were described in a number of my NZ Fishing Coast to Coast stories when we looked at what the marine species yellow eyed mullet had been eating. That information is being used by colleges as it can be used as an education tool to provide a practical way to describe the intertidal zone.
5
It is extremely important that the intertidal ecosystems be recognised, protected, restored and described in Government and council publications and that information be available to schools and colleges so that the intertidal zone is understood as a valuable resource. The intertidal zone provides a major food source for yellow eyed mullet and they in turn are a major food source for marine life and dolphins. In the discoveries we made I took many photos of what yellow eyed mullet had been eating in the intertidal zone and in 2017 I described it to GWRC management in a Power Point presentation. This was at a time when the GWRC could not believe they were totally responsible for the damage they had caused to intertidal ecosystems and the destruction of a major yellow eyed mullet spawning area. When I showed them, they were cutting off the migration of fish and eels into two south coast lakes they stopped the presentation before I was finished. To gauge how much their environmental managers understood or were interested in the environment they failed to describe the ecosystem in the intertidal zone in estuaries in their publication Key Native Ecosystem Operational Plan for Wellington South Coast 2020 – 2025 yet had used the word ecosystem thirty one times.
The intertidal zone is described on the internet as “the area between the high and low tide which may also extend up rivers and streams determined by the extent of the salt water wedge”. (A salt water wedge is the term given to the incoming tide as it flows under a river or stream as salt water is heavier than freshwater). A marine scientist works up to a river mouth and a freshwater scientist works down to the end of the salt water wedge but there could be ten miles or more between the two areas and science knows nothing as it takes a lot of marine knowledge and years of research to discover its secrets. The GWRC proved they had little knowledge of this zone when they built the estuary at Moera as they placed the inlet pipe above the height of the river water at low tide. As a result no water flows into the estuary for the four hours either side of low tide, which is twice a day, and as a result there is no fish in the estuary they created for spawning fish, so they said in the Hutt News.
2 How I got wastelands recognised as the intertidal zone
I wrote to the then Prime Minister Rt Hon Helen Clark highlighting the fact that the New Zealand Coastal Policy Statement (NZCPS) had no data describing the value of the intertidal zone to marine species. I showed her through a number of photos, how councils were mismanaging the intertidal zone. In a three page letter she acknowledged my environmental concerns and announced the NZCPS would be reviewed by The Minister of Conservation Hon Chris Carter. I then worked with Chris Carter to set up guidelines for the Board of Enquiry. I wrote 44 pages
6
and attached over a hundred photos to the Board of Enquiry, which described how councils and Government agencies were destroying marine and intertidal zone ecosystems as if there was no tomorrow. There were sixty submissions but only our WRMFA submission described the value of the intertidal zone to marine species. From our information Policy 21 to 23 were introduced to the 2010 NZCPS. The board asked what I would like to see in the new Policy. I asked that in future waste lands and the area between high and low tides and the salt water wedge in a river be called the intertidal zone so that science in future can describe its importance and value to marine species.
The letter to the Prime Minister was also sent to the Minister for the Environment Hon Marion Hobbs who used my information to help form the NZ National Policy Statement for Freshwater Management. Two other Ministers of Conservation Hon Sandra Lee and Hon Kiri Alan sent letters thanking me and recognizing the intertidal knowledge I was bringing to environmental decisions.
2(A) Discovering “Natural Ecosystems”
A few months after the letter I was invited to use my marine knowledge on a Ministry of Science and Technology project that had been passed onto a Foundation Research, Science and Technology (FRST) project called to discover our “Natural Ecosystems”. The Ministry had allocated $32 million to discover our “Natural Ecosystems”and I was soon discovering why local councils, regional councils, DOC, NIWA, MofE, MPI and Mfish cannot describe what is in our intertidal ecosystems.
I have included the following information as it describes how the $32 million Government had directed for science to research the value of the intertidal zone to marine species was diverted. Before I attended the FRST meetings called to discover our ”Natural Ecosystems” we were asked to look into our eight national important databases. I looked at them and found four had major errors or omissions. At the first meeting a manager rushed up to me and asked “What do you know about dinoflagellates?” I knew quite a lot about them and she went away just as fast. Experiencing that greeting I thought, what would be next, and when the manager introduced the programme, he told the group assembled there will be no funding in the intertidal zone unless a commercial end user is found. I had already established the biggest end user was the yellow eyed mullet which provided the link between life in the intertidal zone land and the marine
7

environment including dolphins so I asked "What If the life in the intertidal zone had no voice would that be bad luck? He confirmed it was bad luck. The $32 million that Government had marked for science to discover our "Natural Ecosystems" in the intertidal zone was then diverted away from universities to NIWA who used the $32 million traveling around Antarctica. This resulted in their inability to describe the ecosystems found in the intertidal zone when MofE asked them at their Environmental Reporting Forum.
Describing the value of the intertidal zone to marine species to the FRST people was greeted with ridicule and laughter as they believed the intertidal zone was a waste land. It is a common reaction and an example of the lack of marine and intertidal knowledge by staff within Government and councils and why the WCC has the word ecosystems fifty times without a definition and the GWRC has it thirty one times without a description. Unfortunately, it has become quite serious and I have been on the receiving end of abuse by GWRC appointed commissioners at four resource consent hearings who abuse their power and abuse other presenters and marine scientists. Unfortunately, it's not confined to resource consent hearings as I have seen it happen at NIWA, Mfish, and MPI meetings when informal marine knowledge is presented, yet there remains no formal description of the ecosystems in the intertidal zone.
So, the misdirection of Government funding targeted to learn about our "Natural Ecosystems" has put those who wrote this WCC Draft Coastal Reserves Management Plan in a position where they could not define what lives in an ecosystem or what marine species can be found there. The information I have supplied here is not in the level of detail it could be, but it is little look into a world I have discovered that is not known to science, but this is the result of twenty five years of my research. I would like to use my marine knowledge in the Plan but I would expect to be given credit for it.
3 What is within an estuary in Wellington?
I contacted Dr Erik Horstman from Waikato University who had described the value of mangroves in a Dominion Post article 7.5.2018. I asked if there had been any study of our cold water wetlands and his reply was there had been no such research.
NIWA in "The Living World" 2009 stated "not a lot was known about the importance of estuarine habitats to fish in New Zealand." NIWA in 2008 had already described "knowing little about the
8
intertidal zone" and changed the wording in 2009 to "not knowing a lot" which means the same thing.
In 2020 at the Ministry of the Environment Environmental Reporting Forum NIWA began their presentation to describe the intertidal zone and after six slides they stopped and stated they could not find any information and their funding had been cut.
The lack of scientific knowledge of these impacts on marine species is a great deal more serious than most will realise as the 2008 NIWA publication A review of land based effects on coastal fisheries and supporting biodiversity in New Zealand by Morrison, Lowe, Parsons, Usmar and McLeod. (this paper was received as a result of my involvement in the Mfish Inshore Working Group). They stated that little is known scientifically about our intertidal zone or the impacts of our actions upon it. On page 25 they made a very important statement when trying to describe the impact of mud and silt on marine species. They said, "Most of our current knowledge concerning the effects of suspended sediments on fish is based on freshwater species". Then they further explain "Most existing information of the effects of suspended sediment is based on acute exposure laboratory experiments, with little empirical information available on chronic responses to high concentrations for extended periods, especially for marine species, or under natural field conditions".
The link to NIWA paper on coastal impacts follows:
http://www.doc.govt.nz/upload/documents/getting-involved/consultations/current□consultations/nzcps/evidence/211-nzcps-exhibit-2-2.pdf
3A How we restored the marine ecosystems of Petone Beach.
By stopping the grooming
To give the CRMP team a goal to work to I have included how I returned Petone Beach into a beach with its ecosystem returned which resulted in an increase in different species of fish and sea birds. In 2004 when John Terris was Mayor of Hutt City I wrote to him with some of my research and stories that had been published in the magazine NZ Fishing Coast to Coast and photos of the grooming results. Every two weeks a ten tonne front end loader ran all over the beach crushing all the shellfish in the intertidal zone and with the fork attachment dug into the sand and scooped up the marine ecosystems living in the beach cast seaweed into huge piles
9
of seaweed which was taken to a land fill. The loader also scooped up all the grass growing alongside the breakwater wall for a land fill trip. The beach looked like a cricket pitch and no one visited the beach.
The grooming had taken away the food source of yellow eyed mullet that in turn are the food source for dolphins and the local Tokelauan population. With the grooming stopped driftwood was left on the beach and yellow eyed mullet returned, which resulted in dolphins and orcas returning to the harbour. The driftwood encouraged many families to arrive with their children and they made structures with the driftwood.
I am on the Hutt City Wastewater Community Group where I meet senior managers of Hutt City who describe that now native grasses have returned along the Esplanade breakwater wall the grasses have trapped the sand that before used to blow over the road into houses. With sand now contained, the Council is no longer receiving complaints and will never go back to grooming the Petone Beach again. The WCC could learn from the Hutt City Council management of Petone Beach and return the sand that is washed onto the road at Lyall Bay and Island Bay

back to the beach. The sand provides marine ecosystems with the habitat to live in.
Stopping the grooming had another result. In 2013 a Hutt City Councilor had a letter published in the Hutt News asking for support to get the grooming of Petone Beach back again. I replied to the Hutt News and explained the reason for the grooming. The Councilor ignored the explanation and went ahead and called a public meeting at the Petone Wharf to support her wishes. I went up and spoke to her before the meeting started and pointed out that removing beach cast seaweed would deny yellow eyed mullet with a food source and they in turn are the food source for dolphins.
Prior to 2013 no one cared about the plastic on beaches and it was getting quite bad. I asked her to look down and see how much plastic was on the beach. I asked her to get the people she had asked to come to the beach to collect the plastic that was everywhere on the beach. She organised a couple of rolls of plastic bags and they were handed out. In a few hours over sixty bags came back full of plastic. This was the first time in New Zealand that the public had been organised into removing plastic off the beaches. The Councilor took the message to her groups and soon groups formed to remove the plastic from other beaches. With the information
10
I am about to bring to this draft Plan I hope a wider public can also be educated that marine life and sea birds do not find a food source in an ecosystem smothered in plastic.
4 Discussing the points in the WCC 2024 Coastal ReservesPlan
In the 2024 Coastal Reserves Management Plan there is Theme 2 Ecosystems, wildlife and nature there is a sub heading Natural Habitats - Protection and restoration. By location on page 16 is Owhiro Bay Boat ramp.
4 (A) Owhiro Bay boat ramp
I am totally responsible for convincing the Wellington City Council to build this ramp and it took me five years before the council called a meeting of those interested in a boat ramp on the south coast. The meeting assured the council there was a need for a south coast boat ramp. I had found a 1988 Wellington Harbour Board Plan that had suggested the site for a boat ramp. The WCC City Engineer made contact and invited me to put my ideas for a boat ramp and the ramp was decided. The council used my ideas to repair two other boat ramps. We worked out the general layout of the site and a rock wall was built around the ramp. The rocks along the side of the ramp provide a natural break water wall. I chose the deck angle of seventeen degrees and the deck material of Gobi blocks set in concrete now have mussels growing on them which adds to the non slip surface. The angle of the ramp was agreed to as it allows a boat to be launched with the tow vehicle wheels just in the water. We did not ask for toilets as with water available it would allow the inconsiderate to run their engines and this extra cost to build toilets may have stopped the ramp being built.
I conducted a survey of local residentsand they had said they would not object to the ramp if their views of the South Coast were not restricted. Their stipulation was they did not want their view of the south coast interrupted with poles or toilets. I talked with senior Maori who asked that the native plants that were of the south coast be planted and we did that. The ramp was supported by over 250 recreational fishers and divers, Police, WCC management including two Mayors and does not require any more concrete. This boat ramp has become the only boat ramp that blends into the surrounding environment.
11
5 Discussing the points made in the WCC Draft Coastal Reserves Management Plan 2025
In Draft Plan Section 2 Values and Pathways there is a heading called Ecosystems of Wellingtons Marine Coastal Area with a sub heading titled Total Marine Coastal Area. Under that heading the Plan identifies rock lobster, moki and blue cod are an intertidal ecosystem. Fish find a food source in the intertidal ecosystem and these fish are not an ecosystem. This wrong information exposes that there is a serious lack of marine knowledge within the WCC.
The Plan fails to name the marine species that have been scientifically identified in our ‘Coastal Area’. The marine fish that travel through our “Coastal Area”, into estuaries and up rivers or streams to feed and spawn are kahawai, yellow eyed mullet, grey mullet, black flounder, sand flounder, stargazer, snapper, salmon, and the three species of native freshwater fish. But this information is not the only life in the “Coastal Area”.
This Plan must acknowledge freshwater fish and marine fish species travel into and past the immediate intertidal zone. The distance marine fish travel into freshwater is demonstrated by grey mullet that can be seen in the tributaries of the Waitomo Caves and in the waters below the Kennedy Good Bridge, when you know when to look. Freshwater and marine fish leave a stream or river in flood before their gills become blocked with silt.
For years I was representing the region on the Mfish Recreational Fishers Advisory Groups and Mfish stock assessment committees and found the Mfish Plenary which carries a description of all fishers. I had watched yellow eyed mullet spawning so I looked up the Plenary to see what science could tell me about yellow eyed mullet but there was only misinformation. The section on yellow eyed mullet said they spawn thirty miles at sea which I knew was wrong as I and other recreational fishers have seen them spawning in the warm waters in the intertidal zone. I asked NIWA for the science paper to support their description they had in the Plenary but there was none. I found the NIWA misinformation as to where they spawned was from an assumption made in a book describing freshwater fish and the page on yellow eyed mullet was guess work.
I will be commenting on the sections of the Draft Plan where I have made a study of for the last twenty five years. My marine knowledge and discoveries has been recognised by many
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Ministers of the Crown including the Prime Minister Rt Hon Helen Clark when I pointed out the NZ Coastal Policy Statement was missing the intertidal zone function to marine and freshwater species. I have co-written a science paper in my area of expertise which is the food sources found in the intertidal zone that yellow eyed mullet has found. I have captured the first recorded yellow eyed mullet and a native freshwater fish with ripe running roe which is at the immediate time of spawning – this is held at Te Papa. I have observed marine fish and freshwater fish spawning in a Wellington region estuary and noted the native plants they use.
The NIWA and Mfish Plenary has more misinformation on yellow eyed mullet as they state they return to the sea at night which is also wrong as I was netting big mature fish travelling into a stream when it was dark to feed on mysid shrimps which are nocturnal. The mysid shrimps I found are seven millimeters long and almost clear and form a massive food source for the fish found in an estuary. Research by Otago University had discovered that there are, on average, 595 mysid shrimps per square metre in an estuary and there are five known species. The misinformation in the Plenary said they eat life found in sediment. This proves NIWA and Mfish have not done a speck of research to make that comment as their scientist would tell them yellow eyed mullet do not have the gut structure to process food out of sediment like a red cod. It's a serious corruption of the Plenary for NIWA and Mfish to write misinformation that could never be supported by science. In fact, the whole section in the Plenary describing yellow eyed mullet should be deleted as it is pages of misinformation that Government, councils, universities and the public read it as if it is true.
In my research I found the intertidal ecosystemis a living world that provides a variety of food sources to the many marine and freshwater species. To discover this food source, I spent hours in the zone often at night catching the yellow eyed mullet and then taking them to Te Papa to have their gut contents scientifically identified by Andrew Stuart, which I recorded with photos. The marine species that is found in all intertidal zones in NZ is yellow eyed mullet and at other times grey mullet, kahawai, moki, flounder, star gazers and coastal sea birds can also be found. I have spent twenty five years discovering the ecosystem that fish eat in the marine coastal and intertidal zone by capturing yellow eyed mullet as they move into an estuary at night.
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5 (A) The most common fish found in the intertidal zone is
yellow eyed mullet
I asked Andrew Stuart at Te Papa for help to prove yellow eyed mullet spawn in the intertidal zone and he told me to bring twelve fish to inspect. I knew when and where they spawned and by the second week, I had captured twelve and arrived at Te Papa for Andrew to look at them. I had captured the first yellow eyed mullet with ripe running roe, and this was confirmed by the Te Papa Science Director Clive Roberts.
With Andrew opening up the fish, we took the opportunity to open their gut to see what they eat. We were discovering what lives in the intertidal ecosystem, and I took photos to record what every fish had eaten. We found some with a gut full of sand hoppers and after asking Rick Weber the crustation expert at Te Papa what specie they were, I learnt there are one hundred and fifty different specie but there may be more now as they had never been collected out of a fish gut before. Some of the fish had mysid shrimps in the gut and they would have been the reason why these fish come into an estuary at night as the shrimps are nocturnal. In the past I had asked Gerry Closs from Otago University about mysid shrimps so I asked him if he could identify the seven millimeter shrimps I had caught,and they were identified as Tenagomysis novae- zealandiae.
When I was representing the NZ Fishing Council on the DOC NGO forum the Director General Robert Logan introduced me to the DOC Marine Scientist Ian West so that my discoveries could be described in a science paper. Ian West asked me to show him what I had discovered. He was impressed and went out of his way and located and supplied me with every science paper written about yellow eyed mullet and told me to find out what we do not know. I found there was not a paper that described their food source and that set me on the path into discovering the ecosystems that yellow eyed mullet find to eat.
We found the yellow eyed mullet had been eating plants. This plant we saw was identified as Urea Glasswort which has flowers and fruit that you can only see under a macro lens, however, this important plant is not identified in the Draft Plan. Research has found this plant is also eaten by lizards, hedgehogs, cattle and rabbits. Another food source we found in the yellow eyed mullet gut was green algae. I had to spend some time to find where they had found the
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algae. Algae are the very beginning of every ecosystems life in an estuary or in the intertidal zone.
The algae grows under the freshwater after the tide goes out or on rocks after rain and is also found in every rock pool where it eaten by marine life such as crabs, limpets and snails. They can be seen at night eating the algae as the tide comes in. At another location I recorded limpets would move off the rocks at night to graze on algae but would not move over the area where road run off had flowed.
Another example of the ecosystem in the intertidal zone we found in the gut of another yellow eyed mullet, which was bursting with maggots. I had not seen maggots that size and guessed they were kelp fly maggots. I was with Ian West and he introduced Allan Heath to our research as he is the NZ expert on fly identification. He immediately gave us the task of finding where the kelp fly maggots could be found which we did. We learnt there are seven different species of kelp flies. Our research was not finished as we had to capture the flies and friends helped with this. Allan established the maggots in the yellow eyed mullet were the same species that

we found on the beach and that the flies were all of the same species.
With all the information coming together we co-wrote a science paper and could have written another as kelp fly maggots were converting the cellulose of the seaweed into protein. Protein is essential for all life to reproduce. This discovery we presented to DOC management in a formal science paper which should have been accepted and published.
We have on record the Department of Conservation (DOC) requested an Order in Council from the Minister of Conservation for Wellington City Council to groom the Island Bay beach advising her that beach cast seaweed had no value to marine life. However, immediately after receiving our science paper (which they would not publish) describing the value of beach cast seaweed to marine species DOC stopped the grooming of the Island Bay beach. DOC management did not give us any credit for the change in DOC policy. Removing the beach cast seaweed, driftwood and sand from the Island Bay beach was environmental vandalism and should never have happened. This beach is within the marine reserve and to remove a major ecosystem that provides a valuable food source for yellow eyed mullet, piper, flounder, moki, trevally, sea birds and in turn dolphins must have been DOC policy before we presented them with our discovery.
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5 (B) The environmental disaster in Lyall Bay
There cannot be a WCC Coastal Management Plan that has ecosystem written into the Draft without addressing the fact that Wellington wastewater is discharged five hundred meters way from the nearest reef, which is Te Raekaihau Point, and there is no ecosystem. All wastewater contains endocrine chemicals along with the chemicals we use for cleaning. We use chemicals to remove algae, and some are a serious cleaning product. These chemicals float on seawater and are driven by wind and currents and are making the rock pools at Te Raekaihau Point empty of marine life as the chemicals have washed the rock pool life's food source from the rock pools. Scientists describe that it will take five years before algae will return.
The placement of the outfall wastewater pipe in Lyall Bay is an environmental disaster. At the 2006 resource consent hearing I predicted the wastewater would destroy the marine life at Te Raekaihau Point in a few years' time and in the area to the west of the pipe where a marine reserve is proposed. I and a DOC scientist had both described the impact the wastewater would have on the ecosystems along the south coast and in the marine reserve when two of the commissioners stood up and began abusing both of us for raising a concern. In the commissioners' resource consent report they failed to record that we had raised a concern.
Years later, after the discharge was every day a class of college students could not find any marine life in the rock pools at the Point or those in Princess Bay. Wastewater is lighter than seawater and it produces a chemical slick that kills the beginning of marine ecosystems and can be seen flowing through the rock pools with every tide change all the way to Sinclair Point. Concerned residents provided me with photos they had taken of the chemicals discharging from the pipe and as they passed Houghton Bay.
At the 2003 WCC resource consent there was shown the wastewater pipe would go out further. I knew some of the crew on the barge pulling the pipe out, and they told me they struck problems after a southerly disengaged them from the pipe. This resulted in the pipe ending up well inside Lyall Bay, although 1800 metres from the shore beginning. There were still another thousand meters of pipes on shore, but they were quickly taken away.
I am on the WCC Moa Point Wastewater Community Group and we were presented with their end of year reports. On the cover was a photo taken under water of the outlet diffusers with seaweed growing inside the wastewater pipe. WCC could not believe their pipe was broken, but at sea there was only one discharge point, and by using the photo WCC proved they lacked
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the marine knowledge to know seaweed does not grow in chemically enriched wastewater or freshwater just as seaweed does not grow in lakes. The pipe should not have had seaweed growing inside the diffusers and that was a sure sign the pipe was broken. An example of what happens to marine life and marine algae can be seen at the HCC wastewater pipe that discharges into the Waiwhetu Stream thirty times a year, all around the pipe the concrete walls are black with a serious loss of marine life well up the stream.
5 (C) Presentations describing marine ecosystems
Wellington City Council Coastal Reserve Management Plan people, I have put this submission together using the research I made to write stories for the NZ Fishing Coast to Coast magazine and resource consent presentations. I had also given presentations to GWRC in 2017 Natural Recourses Plan, DOC 2010 NZ Coastal Policy Statement, MFE National Policy Statement for Freshwater Management 2017, MPI proposed NZ National Policy Statement for Plantation Forests, MofE Boards of Enquiry to the Patea Iron Sand Mining proposal. These submissions and presentations were describing the ecosystems found in the intertidal zone and beaches.
The intertidal zone can extend many miles up a stream or river and as far as the saltwater wedge travels with the incoming tide. Science knows very little about this zone as the marine scientist's work stops at the river mouth and freshwater scientist's work stops at the end of the salt water wedge.
5 (D) The future of South Coast ecosystems
If I am given the opportunity to present to you a Power Point presentation showing the life in the intertidal ecosystem you will agree that removing beachcast seaweed should not be allowed.
This Plan is all about restoring the ecosystems on the Wellington South Coast and they cannot be restored while the public and WCC contractors remove beachcast seaweed and driftwood from the south coast beaches. All south coast beaches, including at Tarakena Bay, should have a total ban on the removable of beach cast seaweed, driftwood and logs. At present after a big sea, a truck arrives on the Tarakena Bay beach and travels all over the beach collecting

the logs that arrive. This should be stopped as the truck is crushing to death the life that lives in the sand that supports the fragile ecosystemthat sees yellow eyed mullet feeding and hector dolphins hunting them. On Saturday 14 June 2025 a large trailer was towed to Red Rocks and they collected a huge quantity of bull kelp. The bull kelp would have been used by nature to provide an ecosystem that could have been used to restore the marine ecosystems in the area.
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5 (E) Meridian West Wind Turbine projectand the Makara Guardians search for a marine scientist with intertidal knowledge.
The Makara Guardians could not find a scientist to support their opposition to the West Wind power turbines and asked me to be their marine and intertidal expert witness. Resource consents describing big projects have hundreds of pages supporting their resource consent and never have a section describing the adverse effects. The resource consent application did not describe the impact on marine ecosystems. Before the hearing I described to Meridian Lawyers how their proposal to land the turbine parts at either Ohau Bay or Oteranga Bay would seriously impact on the food source of Orcas and dolphins. I asked that they build a wharf in Otereanga Bay to unload the turbine parts. They asked me to select a suitable site for the wharf and I also asked that when the work was finished that the wharf be removed. As the wharf was not included in the resource consent application I had to describe the wharf at the Environmental Court to obtain approval. Meridian has restored the environment where the wharf was and its position cannot be seen.
Later those opposed to the Meridian Mill Creek wind turbine farm asked if I could become their marine and intertidal expert witness as they too could not find a scientist with marine and intertidal knowledge. This I did as I was concerned that the run off would impact on the Makara Stream. I then worked with Meridian to design a sediment trap system that would work as the GWRC sediment trap design used at a Porirua subdivision had failed badly and had covered fragile ecosystems with deep mud and caused the Porirua Harbour to lose one metre of depth in ten years.
5 (F) Describing ecosystems to the GWRC management in a ` presentation
I wrote a story that was published in Wellington Scoop illustrating that the ecosystems in the Waiwhetu Stream were dead. The Chair of GWRC Daren Ponter asked me to put together a PowerPoint presentation to describe why there was no life in the stream anymore and present it to councilors and managers at GWRC. A manager asked that I bring my own projector to run my memory stick as she did not want me to use my memory stick on their projector. That
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decision reduced the presentations to photos without a description as I was required to talk to the photos. When a manager, after the presentation, asked for a copy of a section of the presentation, he had missed the point. The presentation was designed for Daren Ponter the GWRC Chair requirement to show why the Waiwhetu Stream was dead it was exposing how the GWRC management was destroying the streams ecosystems. A photo without an explanation can have other meanings so I offered to present the information again, which was declined.
5 (G) The regions estuaries in 440 pages by DOC
In 2017 DOC produced a 440 page book describing the region's estuaries. I was given a draft of the book in 2010 and saw they were describing anchovies in the estuaries. I advised them that this was incorrect as these fish do not enter freshwater and suggested the fish may have been yellow eyed mullet or grey mullet.
The final version of the book described the fish they saw as sprats, but they had not had them scientifically identified and the name sprats is a nickname for a number of species. For DOC to spend ten years producing a 440 page book on the region's estuaries and make a wild guess as to the species of fish they saw and did not capture one puts into question the whole book. We know that the young of a number of marine specie live much of their young life in estuaries and the fish DOC saw could have been yellow eyed mullet, grey mullet, flounder, stargazer, trevally, snapper or kahawai. There are a number of science papers recording the fish found in estuaries and I have seen the one describing the fish found in the Makara Estuary.
The DOC Book on Wellington Regional Estuaries declared fourteen times that the waters in an estuary are brackish, this is not true. Freshwater is lighter than seawater and does not readily mix unless subjected to winds over 15 knots. The incoming tide enters a stream or river and as it moves under the freshwater flow it is called the "saltwater wedge". The water in an estuary has on the surface freshwater and when the tide comes in it is then called the saltwater wedge, which lifts the freshwater higher than the high tide height. The two waters do not mix and the environment they produce produces an ecosystem that very few have seen or have knowledge of. The saltwater wedge lifts the eggs from spawning fish into the Raupo, Toetoe and Flax where they become trapped in the root system until they hatch a week later. Only these intertidal plants have the structure to trap fish eggs. This information should be in the Plan as the plant Oioi that is named in the Plan has not the root structure to assist in fish spawning. Within the root structure mysid shrimps live feeding on the algae the two different waters create.
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5 (H) Section 1 Background This scope includes:
(a) Natural ecosystems and habitats.
Including beaches, coastal forests and rock foreshore as well as plants.
This section names Community outcomes and:
Environmental: A city restoring and protecting nature.
This is most important as in my studies from the gut contents of the yellow eyed mullet we

caught they provided us with this knowledge.
Protection and restoration of coastal ecosystems.
Wellington's coastal ecosystems are taonga.
Protecting and enhancing biodiversity and respecting natural processes is crucial for protecting ecosystems to thrive for future generations
5 (I) We endorse the Plan function:
"Protection of coastal habitats and biodiversity and restoring ecological function".
However, we are very concerned that: The WCC has demonstrated through this Plan they have not acquired the marine intertidal knowledge to know where to begin "restoring ecological function" of coastal habitats. There is no information describing they have identified the micro life and their ecosystems in estuaries or the intertidal zone and as a result there is not a plan proposed on where to start: "Protection of coastal habitats". However, it is extremely important that you give me the opportunity to pass on my marine intertidal knowledge.
5 (J) Section 2: Values and Pathways page 41 and 37
Ecosystems of Wellington Marine Coastal Area- indicative species
Estuaries
This is poorly described and only names name three species in an estuary.
1 Oioi /jointed wire rush
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2 Inanga / whitebait
3 Tuna/longfin eel
I am not surprised that you could only name Oioi as when I was asked by FRST to look at our eight nationally important databases for their project "Natural Ecosystems" to allocate $32 million for science to discover. There was not a database that named an intertidal plant. I was asked to name the plants I had found in the intertidal zone and now they are in two databases. However, I was prevented from naming their function and science has not discovered their function.
As a result of one of my discoveries I asked Gerry Closs at Otago University for his help as he is light years ahead of DOC, Government, and regional councils' knowledge of estuaries. Under his guidance his team has established the importance of a continuous flow of water to the sea from rivers and streams. A team led by Gerry Closs included Bruno David, Lindsay Chadron, Bernard Barry, and Andrew Markwitz researched the life cycle of the giant kokopu and discovered by using microchemistry on the otolith that native freshwater fish travel in and out of the sea throughout their life cycle.
5 (K) Threats to Hector dolphins
I met up with those who wrote the "Threat Management Plan for Hector Dolphins" and asked why there were only two paragraphs describing their food sources in 298 pages. They described how they saw Hector Dolphins moving in and out of the mud bubble flowing out of a river in flood and did not know the reason. I found the reason when I was discovering the food sources of yellow eyed mullet as they do not eat one speck of sediment and along with native freshwater fish they travel out to sea when their river or streams floods muddy water.
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5 (L) Draft Plan has failed to comply with 2010 NZCPS
This draft Coastal Reserves Management Plan has been badly let down by not describing the ecosystem found in the intertidal zone. The WCC has failed to comply with the 2010 New Zealand Coastal Policy Statement (NZCPS). I had a huge impact on the 2010 NZCPS as Policy 21 to 23 was formed from my information.
Objective 1 of the NZCPS states:- "To safeguard the integrity, form, functioning and resilience of the coastal environment and sustain its ecosystems, including marine and intertidal areas, estuaries, dunes and land, by: maintaining or enhancing natural biological and physical processes in the coastal environment and recognising their dynamic, complex and interdependent nature."
Further Objective I of the NZCPS requires councils to be "protecting representative or significant natural ecosystems and sites of biological importance and maintaining the diversity of New Zealand's indigenous coastal flora and fauna"
The Plan fails to identify or describe what are "significant natural ecosystems" and the function of estuaries to both freshwater and marine species is missing, which is a NZCPS requirement. The WCC search for information that describes an ecosystem within the intertidal zone would have come up zero. We found there is no scientific information published and now only informal information published in the magazine NZ Fishing Coast to Coast that I wrote. An example of the information that is available is really misinformation displayed on public Boards produced by DOC in partnership with the GWRC. Their misinformation has been put on public display at QE2 Park Paekakariki where they have put up a display board signed off by DOC and GWRC describing how native freshwater fish lay their eggs.
"Adult galaxiids lay their eggs on grasses hanging in the water at high tide".
That is not true and this Plan by WCC has to be of a higher standard than the DOC and GWRC management information. Advising the public that fish lay their eggs on top of grass at high tide places them in the sun for hours would have killed them, this is unbelievable misinformation. Both GWRC and DOC have put on display they have never seen fish spawning as this is a serious lack of intertidal knowledge as fish do not lay their eggs on top of grass at high tide. I along with other recreational fishers have watched native freshwater and marine fish spawning
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in the intertidal zone and their spawning process is special. I had described how they spawn in

a Power Point presentation at the GWRC Natural Resources Plan Hearing 2017 but obviously GWRC staff who attended had fallen asleep.
Oioi /jointed wire rush
With the naming of the rush Oioi as a plant found in an estuary it confirms there is a serious lack of marine and intertidal knowledge within GWRC and DOC staff. The only time I have seen this rush in an estuary was after GWRC and DOC planted it there as it has no function that fish can use.
The GWRC has produced a Draft Natural Resources Plan and their booklet on waterways was presented at a Porirua Council public meeting at Tawa to find ways to improve the ecosystem in the Porirua Harbour. It came as a shock to the public at the meeting when GWRC showed how they had planted native plants on the top of the Tawa Stream banks. Then they showed the banks being undercut by the stream and the unprotected banks were collapsing, the GWRC error was quickly pointed out by the meeting.
At Moera the GWRC built an estuary to replace the one that they had destroyed, as a result of the Hutt River realignment. But things went terribly wrong when they changed the displayed Plan and went about building an estuary without going through the public consultation phase. GWRC created a new estuary at Moera and put it on display in the Hutt News with a photo of their group planting the new banks with the rush Oioi. I advised the GWRC environment managers that this specie is wrong as it provides no function. The GWRC then planted shrubs along the Hutt River stop banks at the Moera Estuary and poisoned the grass around their plants and then heavy rain washed out the poisoned grass leaving the plants perched on clumps of dirt.
The planners in the environment section of GWRC must not have known that at high tide sea water flows up a river raising the height of the river water. At the new Moera Estuary GWRC placed the inlet pipe above the low tide height of the river and as a result at low tide no water flows into their estuary for hours. This is bad news as all estuaries must have a constant water flow. Today the GWRC have not corrected their error and the inlet pipe is still above the low tide height of the Hutt River. They also placed the inlet pipe in the section of the river where mud and logs travel which flow into their estuary. Their Oioi plants are now smothered in mud.
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Inanga / whitebait
The draft Plan fails to name one marine fish that can be found in an estuary or up a stream. This Draft Plan has only named inanga as a freshwater fish without describing there are 26 species of freshwater fish or that many marine fish enter rivers, streams and estuaries to feed and spawn. However nowhere in this draft Plan has the food source fish seek in the estuaries been named.
5(M) Key issues and emerging challenges for coastal reserves
Environmental degradation and ecological emergency
The Plan states there is a decline in coastal bird populations and this identifies a broader environmental crisis.
The Plan states the decline in once-abundant species such as mutton birds (shear waters), penguins, and gannets is described as being caused by habitat loss, invasive predators, and human-related threats. There is more to this than that as their food sources are being allowed to be taken away and destroyed.
Then a section then describes the impact on the coastal bird loss is caused by marine debris, impacting on pāua, kina, and crayfish. This is an unresearched misguided view as the reduction in bird numbers cannot be possibly caused by paua, kina and crayfish as these are not their food source.
5 (N) Describing the impact of fast ferries on marine food source
The mutton birds, penguins and gannets all find much of their food in the schools of anchovies, pilchards and yellow eyed mullet. Before the arrival of fast ferries there were very large schools of pilchards, anchovies and yellow eyed mullet in Wellington Harbour and off the south coast that attracted big schools of kahawai and big flocks of mutton birds. There were large numbers of penguins along the south of the coast and east of the harbour.
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When the fast ferries arrived, I experienced a noticeable decline in the pilchard schools as I was netting them at night and using them for bait. I became quite concerned at the course the ferries were taking as watched them change course and run over and suck up the bait fish schools on the south coast. While fishing on the south coast I estimated the course they were taking would have them passing through the proposed marine reserve. To prove that in 2005 off Island Bay I waited till a fast ferry had pasted and drove my boat into its immediate wake. My crew looked at my sounder and told me to look at it. On the screen it showed the fast ferry underwater wake produced by the two ten thousand horse power engines driving two massive jet units were sucking up so much water they were blasting the sea bed in forty two metres of water so I took a photo of the sounder screen.
At the time I was on the DOCNGO forum and showed the photo to the Director General of DOC Huge Logan and I sent the photo to the Minister of Conservation Hon Sandra Lee with an explanation that the two fast ferries would, as they passed through the proposed marine reserve, have sucked up the entire waters of the marine reserve in three days. The photo circulated around Parliament and three months later both ferries were sent back to Australia.
Unfortunately, I was too late to save the pilchard and anchovy schools which were the

food source of shear waters (Mutton Birds), penguins and shags. Before the fast ferries we often had mutton birds and penguins around my boat. The fast ferries had also sucked up the pilchard, anchovy and yellow eyed mullet schools in the Marlborough Sounds, which, during World War Two, was the fish source available to the public in Wellington. As the ferries went at speed through the Sounds the two-metre waves they created damaged wharves and sent paua spat up the banks of the Sound.
It is correct to note that coastal pollution from sewage overflows after heavy rain and muddy storm water from subdivisions and chemically enriched run off from land and roads has a massive impact of the food sources for inshore fish and birds. We also
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found fish eat the algae that grows on intertidal rocks after rain. Unfortunately, we also found stormwater/road runoff kills the algae and destroys the food sources the fish eat.
5 (O) Pathway 2.1 Strategic placement of coastal amenities.
Amenities cannot only impact on ecosystems but for example the boat ramp at Owhiro Bay has a condition that all parties agreed to that the WCC would not put in poles. That was also a condition of the resource consent and that the area of the ramp would not have toilets. This was confirmed at WCC Town Planning meeting when Kerry Prendergast was Mayor.
5 (P) Pathway 3.1 Protect the coastal character through careful design. Page 32
(J) Minimize infrastructure impacts on coastal ecosystems by ensuring development avoids further degradation. The ecosystem that is threatened must be defined and described so the public is made aware of the ecosystem.
5 (Q) Actions Enduring connections to the Landscape. Page 34
(3) Prevent vehicle intrusion into sensitive ecosystems
Everyone involved in the management of this plan will have go through a training programme as I have already identified the word ecosystem appears in the Plan fifty times and there is no description of an ecosystem that requires protection. I can provide the information in a Power Point presentation as I have discovered many sensitive ecosystems that at present have vehicles traveling over them.
5 (R) Pathway 4 Targeted ecosystem restoration.
The statement made here contradicts the Plan's purpose: "the marine coastal area and rocky intertidal zones are outside the plan's scope". This statement is illogical as it contradicts the importance of the ecosystems found in the intertidal zone as a marine and bird food source. Also the SECTION 2 Value and Pathways describes the importance of the intertidal zone. There is nothing in the rest of the Draft Plan that suggests this is WCC managements view. Under Estuaries: The little information has to be expanded upon.
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(1) Maintain and restore estuary function: By identifying opportunities to reduce flow barriers. There is more to this than that. At present planting along stream banks and in estuaries is being mismanaged by people who have no environmental, marine or intertidal knowledge. As a result stream banks have plants planted on top of them instead of being planted to protect the banks. All around the region stream banks are being undermined and are falling in creating muddy water that marine life fails to find food in. We see important rushes being removed and trees chopped down and then thrown in streams while regional council contractors travel along water ways poisoning the very plants that provide a function to fish and birds. I questioned the practice of poisoning around trees in a Porirua park as a mowing strip and the mayor commissioned a scientist who found the poison enters the shoreline gravels and enters intertidal zones and poisons the micro life in that zone.
5 (S) Boat ramps
The boat ramp built by WCC at Seatoun Beach is missing from the list.
The boat ramp in Lyall Bay called the Dory Leslie ramp was built with Gobi blocks and was repaired by the WCC with a layer of concrete without channels. This is thoughtless engineering as algae grows on flat concrete which makes the ramp slippery and as result "This action makes the ramp dangerous" The WCC and ACC should take action to prevent IDENTIFIED slip accidents on the ramp. Under the Health and Safety Act the WCC has become responsible for any slip accidents at the ramp. We were not consulted with this type of repair and we would not have agreed to it. We had agreed with WCC when the Owhiro Bay boat ramp was built that boat ramp surfaces in future would not be made slippery and dangerous. The Evans Bay boat ramp is also extremely dangerous due to the poor ramp surface of flat concrete and a lack of cleaning.
5(T) Pathway 3.1 Protect the coastal character through careful design. Phase out unnecessary coastal structures
The trouble with this view is there has already been a lack of consultation. Already access to the sea is being made impossible, restricted or dangerous and chances to repair what we have has been dismissed without consultation to user group's representatives that were once part of a WCC recreational user group. A management Plan that describes it is there to manage fish, paua or kina stocks is not what I pay my raters for. It's not a WCC function nor does it have the resources to manage shellfish stocks and restricting access based on this assumption is a
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misuse of power. Government has provided MPI with the resources to manage shell fish and fish stocks and have trained people to carry out surveillance coastal watch duties. These are a specially trained group of professionals who spend hours identifying poachers and their bankers and any interference by WCC staff will end up with the poachers not getting caught.
5 (U) Enduring connections to the landscape

Identify areas where bollards, landscaping, and other interventions are needed to prevent vehicle intrusion into “sensitive ecosystems”. The WCC needs to manage what we have got. Allowing a truck to travel all over the beach at Tarakena Bay is not acceptable as it is crushing an ecosystem that the WCC demonstrates it has no knowledge of.
While the Plan is naming “sensitive ecosystems” the trouble is there is no description of the life that will be in the ecosystem. It is now quite obvious as I work through this Draft Plan that it is extremely urgent that all WCC staff understands what intertidal ecosystems are and where to find them.
5 (V) The importance of sensitive ecosystems described
The ecosystem that needs protection is the intertidal zone, beaches, sand hills, and beaches that attract beach cast seaweed. What is not understood by every council in our region and by the GWRC as to the function of driftwood on our beaches. An example of what happens when a council removes the drift wood and logs that arrive on the beaches is at Parapararaumu where the Council replaces the logs with one tonne concrete blocks. The concrete blocks then sink below the surrounding sand. The council there has not the environmental knowledge understand how nature’s way of historically building up coastal beaches is with logs and driftwood. A number of large logs arrived at the QE2 park beach were removed by GWRC and placed inland at a position where they have no function. They should have been used to protect the walking track above the beach as six months later the walking track that had been there for many years was washed away. The lack of marine coastal knowledge by WCC and GWRC is not only on display everywhere around our coast. This lack of coastal and intertidal knowledge has seriously impacted our coastal marine and intertidal ecosystems. The reporting of environmental concerns to the GWRC must be overhauled as they are failing to take a concern seriously. Dismissing a notification of a large chemical spill in the Takapu Stream as someone washing a paint brush is totally unacceptable.
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5 (W) The value of beach cast seaweed to marine species
I see DOC and WCC have finally stopped beach grooming but only after I had proved the value of not grooming beaches to the HCC. Petone Beach had a ten tonne front end loader driving all over the beach every two weeks. The result now is massive as it no longer crushes the intertidal zone shellfish beds. It no longer removes the native plants that historically had grown along the sea wall. Now fishers are catching snapper off the beach.
The crushing of the intertidal life and the public removing of beach cast seaweed along the Wellington South Coast must stop. If the Plan does not stop the removal of beach cast seaweed from all south coast beaches then the concern expressed of protecting sensitive ecosystems fifty times in this draft of the Plan will demonstrate why there is no definition of an ecosystem in this draft of the Plan. Those who will be writing the final Plan must be given the opportunity to acquire the knowledge to describe an ecosystem on land and in the intertidal zone as both are just as important.
Jim Mikoz
[redacted]
President
Wellington Recreational Marine Fishers Association
Vice President
New Zealand Angling and Casting Association

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 190

Contribution ID: 36279
Member ID:
Date Submitted: Jul 11, 2025, 10:50 AM

Q1 **Name**
Short Text: Jennifer Rattenbury

Q2 **Suburb**
Select Box: Houghton Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text
Kia ora,

I am from Houghton Bay, and would like to submit some feedback on the parts that relate directly to that area. This Includes:
Page 75 - the paragraph titled Te Raekaihau Point is a little confusing as we have always considered the point as the area on the coastal side of the road. The other side we just call Te Raekaihau or "the headland" to distinguish it from the point. But then as is mentioned on page 77, the current official name for the headland reserve is View Road Park. So who knows?
Page 77 - I fully support item 4 to improve the tracks etc. But again, I am assuming it is the headland. I think people can find their way sufficiently around the flat area!
Page 77 - Item 11, the renaming of the headland/View Road Park to Haewai Reserve might help solve the confusion. And although we have been calling the place Te Raekaihau for nearly 15 years, if Mana Whenua have initiated this name change, then I fully support it.
The headland has remained spray-free for many years now, I hope this status continues as it is a popular place for foraging.
Otherwise, the values/aspirations of the document are awesome.

Nga mihi nui,
Jenny Rattenbury

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 191

Contribution ID: 36278
Member ID:
Date Submitted: Jul 11, 2025, 10:48 AM

Q1 **Name**

Short Text: Dr Ian William Gebbie

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text
Thank you for the opportunity to submit. The Island Bay Bait Station/Marine Education Centre must not be closed. It is a major scientific and education centre. I took my children there, and when I last visited I spoke to several New Zealand and overseas scientists working there. It is a major asset for the city and region.
Please record my views as you consult on the draft plan

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 192

Contribution ID: 36277
Member ID:
Date Submitted: Jul 11, 2025, 10:47 AM

Q1 **Name**

Short Text: Ed Haszard Morris

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text
WCC on producing a comprehensive coastal management plan for our city. I believe this plan will help protect and enhance Wellington's coastal reserves for the future.

I strongly support the plan overall and wish to comment on three areas in particular:

Te Kopahou Trail Network: I support the continued investment in the Te Kopahou trail network, as signalled through the reference to the Te Kopahou Tracks Plan. This area is a long-standing priority for the Wellington community, and I welcome WCC's commitment to improving and expanding the trail system.

Te Kopahou Coastal Trail: I fully support the addition of this trail to Wellington's trail network. I would like to see it designed for both walking and biking, and to include a connection from the south coast to Karori. This would allow for loops and greater accessibility.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text
G4 Carters Park MTB Trail: I support WCC's investigation of this trail to Shelly Bay and look forward to seeing it progress.

Massey Road: I support the idea of transforming this road into a recreation zone. However, the investigation should go further – including the option of fully closing the road to vehicles. This would significantly enhance its recreational value and align with climate resilience goals.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 193

Contribution ID: 36276
Member ID:
Date Submitted: Jul 11, 2025, 10:45 AM

Q1 **Name**
Short Text: Ian Best

Q2 **Suburb**
Select Box: Hataitai

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text
Thanks you for putting together the great coastal management plan for our city. It's very important that we protect and enhance Wellington's coastal reserves for future recreation for both Wellingtonians and visitors.

I firmly support the plan overall and would like to commend three areas in particular:

Te Kopahou Trail Network: I support the continued investment in the Te Kopahou trail network, as signalled through the reference to the Te Kopahou Tracks Plan. This area is a long-standing priority for our community, and I welcome WCC's commitment to improving and expanding the trail system, along with Trails Wellington and other volunteer groups. This will also provide further pest trapping opportunities near Zealandia and Capital Kiwi projects.

Te Kopahou Coastal Trail: I fully support the addition of this trail to Wellington's trail network. A shared walking and biking trail would make most sense and open access to a wider group of trail users, and could include a connection from the south coast to Karori. This would allow for walking and riding loops and greater accessibility to this amazing but underused part of the Wellington outdoors.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text
G4 Carters Park MTB Trail: We support WCC's investigation of this trail to Shelly Bay and look forward to seeing it progress. Piki Ki Maupuia uphill trail would then finish a nice loop.

Massey Road: I support the idea of transforming this road into a recreation zone. Perhaps the investigation should go further – including the option of fully closing the road to vehicles, possibly weekends only. This would significantly enhance its recreational value and aligns with WCC climate resilience goals.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 194

Contribution ID: 36275
Member ID:
Date Submitted: Jul 11, 2025, 10:43 AM

Q1 **Name**

Short Text: Julie Williams

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text
I'm absolutely appalled the Bait House is under threat of being closed.

It's a vital part of the community and provides people of all walks life insight into the incredible marine life of the South Coast. It is well known that people protect what they know, understand and enjoy. As such it is existence is an intergal part of the Coastal Reserves Management Plans objectives.

Protection & restoration of nature
the Marine Education centre is key education tool for people to understand benefits of Protecting and restoring the nature. Many schools bring their students here.

Recreation & access
Marine Education Centre, a vibrant hub where kids, families, and curious minds of all backgrounds come to learn, laugh, and fall in love with our marine environment. The Marine Education centre has a cherished Coastal recreation area which access not be lost.

Cultural connections & heritage
It's a living, breathing part of Island Bay's history, a legacy of our local fishing community, lovingly built in the late 1940s by apprentices, war veterans, and characters of the sea.

Resilience & climate adaptation
I ask the council works alongside the Marine Education Centre to undertake the necessary Commit steps to retain the Centre for future generations

Sincerely,
Julie Williams [redacted]

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 195

Contribution ID: 36274
Member ID:
Date Submitted: Jul 11, 2025, 10:41 AM

Q1 **Name**
Short Text: Natalie Muir

Q2 **Suburb**
Select Box: Brooklyn

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Hello WCC staff and councillors

I see growing numbers of Wellingtonians embracing dogs as an integral part of their lives. I'd like to see more areas where dogs are permitted. Both on leash and off leash.

Owners should be warned they should only take social dogs (ie dogs that are not dangerous to humans or other dogs) to public areas.

Fancy facilities are not necessary, just room to run preferably away from roads and dogs love beaches!

Natalie Muir

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 196

Contribution ID: 36273
Member ID:
Date Submitted: Jul 11, 2025, 10:39 AM

Q1 **Name**

Short Text: Bridget McSherry

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text
WCC on producing a comprehensive coastal management plan for our city. We believe this plan will help protect and enhance Wellington's coastal reserves for the future.

We strongly support the plan overall and wish to comment on three areas in particular:

Te Kopahou Trail Network: We support the continued investment in the Te Kopahou trail network, as signalled through the reference to the Te Kopahou Tracks Plan. This area is a long-standing priority for our community, and we welcome WCC's commitment to improving and expanding the trail system.

Te Kopahou Coastal Trail: We fully support the addition of this trail to Wellington's trail network. We would like to see it designed for both walking and biking, and to include a connection from the south coast to Karori. This would allow for loops and greater accessibility.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text
G4 Carters Park MTB Trail: We support WCC's investigation of this trail to Shelly Bay and look forward to seeing it progress.

Massey Road: We support the idea of transforming this road into a recreation zone. However, we believe the investigation should go further – including the option of fully closing the road to vehicles. This would significantly enhance its recreational value and aligns with climate resilience goals.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 197

Contribution ID: 36272
Member ID:
Date Submitted: Jul 11, 2025, 10:37 AM

Q1 **Name**
Short Text: Mark Walker

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text
Kia ora and congratulations to Wellington City Council on the development of a thorough and forward-thinking coastal management plan. This strategy represents a significant step in protecting and enhancing our city's unique coastal environment for future generations.

We are broadly supportive of the direction outlined in the plan and would like to highlight our views on several key aspects:

Te Kopahou Trail Network

We are pleased to see the ongoing commitment to the Te Kopahou trail network through the reference to the Te Kopahou Tracks Plan. This area has long been valued by the local outdoor community, and continued investment in its development is a positive signal for recreational users and conservation efforts alike.

Te Kopahou Coastal Trail

The proposed addition of the Te Kopahou Coastal Trail is a welcome enhancement to the city's trail offerings. We encourage the design to accommodate both pedestrians and cyclists and recommend incorporating a link between the south coast and Karori. This would create valuable loop options and improve accessibility across the region.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text
G4 Carters Park MTB Trail

We support the Council's proposal to investigate a mountain bike trail from Carters Park to Shelly Bay. This concept has strong potential and we look forward to further progress on this initiative.

Massey Road

We endorse the idea of transitioning Massey Road into a dedicated recreational area. We suggest that this investigation include the option of closing the road entirely to motor vehicles. Doing so would greatly enhance the user experience, reduce environmental impact, and align well with Wellington's climate adaptation goals.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 198

Contribution ID: 36271
Member ID:
Date Submitted: Jul 11, 2025, 10:35 AM

Q1 **Name**

Short Text: Mike Roberts

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text
1. Te Kopahou Trail Network
I fully support the ongoing investment in the Te Kopahou trail network, as referenced in the plan's commitment to the Te Kopahou Tracks Plan. This area has long been a focal point for outdoor recreation, and I appreciate the Council's recognition of its value. The plan states:

"Te Kopahou is a significant area for recreation, providing a range of walking, running, cycling and mountain biking opportunities, and is a priority for track improvements and investment."

I encourage WCC to continue prioritising the enhancement and expansion of this network, ensuring that it remains accessible, sustainable, and enjoyable for all users. Ongoing investment will not only support the health and wellbeing of residents but also contribute to Wellington's reputation as a premier destination for outdoor recreation.

2. Te Kopahou Coastal Trail
I strongly endorse the proposed addition of the Te Kopahou Coastal Trail to Wellington's trail network. I recommend that the trail be designed as a shared-use facility, accommodating both walkers and cyclists, and that it includes a connection from the south coast to Karori. This would create valuable loop options and significantly improve accessibility for a wider range of users.

The plan highlights the importance of "providing a connected network of tracks and trails that cater for a range of abilities and activities," and I believe the Te Kopahou Coastal Trail exemplifies this objective. A well-designed, multi-use trail will enhance recreational opportunities, support active transport, and foster greater appreciation of the coastal environment.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text
3. G4 Carters Park MTB Trail
I am pleased to see WCC's commitment to investigating the development of the G4 Carters Park MTB Trail, extending towards Shelly Bay. This initiative aligns with the plan's goal to "expand and improve the track network to meet growing demand and changing recreational trends." I look forward to the progression of this project and encourage the Council to engage closely with the MTB community throughout the planning and implementation phases to ensure the trail meets the needs of all users.

4. Massey Road Recreation Zone
I support the proposal to transform Massey Road into a dedicated recreation zone. However, I recommend that the

scope of the investigation be broadened to include the option of fully closing the road to private vehicles. Such a measure would significantly enhance the area's recreational value, improve safety for non-motorised users, and contribute to the plan's climate resilience objectives.

The plan notes the importance of "providing safe, accessible and enjoyable spaces for recreation while supporting climate change adaptation and resilience." Full closure of Massey Road to vehicles would be a bold step towards achieving these goals, creating a unique coastal recreation corridor for walking, cycling, and other non-motorised activities.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Submission on the Tātou ki Uta – Coastal Reserves Management Plan: Support for MTB Trail Development and Enhanced Recreational Access

Introduction

I commend Wellington City Council (WCC) for the development and publication of the Tātou ki Uta – Coastal Reserves Management Plan. This comprehensive document demonstrates a clear commitment to the long-term protection, enhancement, and sustainable use of Wellington's coastal reserves. The plan's vision to "protect, restore and enhance the natural, cultural and recreational values of Wellington's coastal reserves for current and future generations" aligns closely with my aspirations as a mountain biker and wider recreational advocate.

I fully endorse the plan's overall direction and wish to provide specific feedback on several key areas of particular importance to me.

Conclusion

In summary, I commend WCC for its forward-thinking approach to coastal reserve management and its recognition of the value of high-quality recreational infrastructure. I urge the Council to:

Maintain and increase investment in the Te Kopahou trail network.

Ensure the Te Kopahou Coastal Trail is designed for shared use and includes a connection to Karori.

Progress the G4 Carters Park MTB Trail with strong community engagement.

Consider full vehicle closure of Massey Road to maximise recreational and climate resilience benefits.

By implementing these recommendations, WCC will further strengthen Wellington's position as a leader in sustainable recreation and environmental stewardship, in line with the guiding principles of the Tātou ki Uta – Coastal Reserves Management Plan.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 199

Contribution ID: 36270
Member ID:
Date Submitted: Jul 11, 2025, 10:32 AM

Q1 **Name**
Short Text: Christine Chesterfield

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

To Whom It May Concern,

I am writing on behalf of concerned citizens and supporters of the Island Bay Marine Education Centre, formerly known as the Bait House, to express our strong opposition to the proposal outlined in the draft Coastal Reserves Management Plan to review options for the removal or repurposing of the Bait House within a medium-term timeframe (5–7 years).

This proposal is gravely concerning and deeply upsetting to many in our community. The Bait House is not merely a structure; it is a treasured heritage site, a hub for marine education, and a beacon of community spirit.

Since 2004, this once-derelict site has been lovingly restored and maintained by volunteers, who turned it into a place where people of all ages and walks of life can learn about the precious marine environment of Island Bay.

The historical significance of the Bait House cannot be overstated. It was built in the post-war era by local tradesmen and returned servicemen. Stories like those of Bruce Askew, an apprentice carpenter involved in the original construction, form a precious oral history. These accounts highlight the importance of the building in the development of Island Bay's fishing culture and the wider community.

We understand the need to plan for coastal hazards and earthquake safety, but we urge the Council to consider strengthening and preserving the Bait House rather than removing it. Its cultural and educational value far outweighs the cost of repurposing or demolition.

We ask the Council to:

1. Acknowledge the historical and cultural significance of the Bait House.

2. Commit to retaining and strengthening the building for future generations.

3. Support continued community-led education and conservation efforts on site.

We believe the Bait House is aligned with the core values of Wellington's identity: resilience, sustainability, community, and heritage. Removing it would be a loss not only to Island Bay, but to the city's collective memory and marine future.

Sincerely,
ChristineChesterfield/ Island Bay Marine Centre Trust / Supporter]
[redacted]
6/7/2025

Also I would like to add, the Marine Education Centre has been an icon and cherished memories for many who live in Wellington and all over NZ, it is the ONLY PLACE IN ALL NEW ZEALAND THAT HOUSES INJURED SEA LIFE AND ONCE RECCUPERATED THEY ARE RELEASED BACK TO THEIR NATURAL HABITAT. OCTOPUS ARE MANY OF THESE BEAUTIFUL CREATURES I AND MANY HAVE HAD THE PRIVILEGE TO ENCOUNTER. WITHOUT THE BAIT HOUSE education classes would never learn about the sea life that surrounds us and it is imperative to preserve and learn about in real life as children can see, touch feel the creatures in the touch pool , if you want to know more details about this amazing voluntary organization as they rely on people's donations to run as The Ministery of Education has cut funding which should've ever of happened as thousands of schools visit the Bait House as they're eager to learn and passionate about our sea life! Go to their Facebook #IslandBayMarineEducationCentre, you will see many beautiful stories and

memories from children all over New Zealand and a history lesson that's like no other.
#SavetheBaitHouse
Last year I won a raffle the Marine Education Centre was running to raise funds to help with running the Bait House and I won an amazing Octopus encounter, it was the best experience I ever had, where else would you have such an experience anywhere else?
Nowhere else can you experience first hand such an amazing opportunity to see what the Bait House has to offer for everyone to experience.
I implore you to #Save the Bait House!
Yours sincerely
Christine Chesterfield Supporter of saving the Bait House

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 200

Contribution ID: 36269
Member ID:
Date Submitted: Jul 11, 2025, 10:29 AM

Q1 **Name**

Short Text: Dianne Khan

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

ubject: Strong Opposition to the Proposed Removal/Repurposing of the Island Bay Bait House

To Whom It May Concern,

I am writing as a supporter of the Island Bay Marine Education Centre (aka The Bait House), to express my strong opposition to the proposal outlined in the draft Coastal Reserves Management Plan to review options for the removal or repurposing of the Bait House.

The proposal is very worrying. The Bait House is not just a building - it's taonga. It provides much-needed marine education to schools, locals and visiting tourists of all ages, and does it via engaging and memorable hands-on, experiences.

I understand the need to plan for coastal hazards and earthquake safety, and urge the Council to consider strengthening and preserving The Bait House rather than removing it. Its cultural and educational value far outweighs the cost of repurposing or demolition.

I ask the Council to:

1. Acknowledge The Bait House structure as taonga.

2. Acknowledge the educational value of The Bait House.

3. Commit to retaining and strengthening the current Bait House building on site.

I believe the Bait House is aligned with core Wellington values, in particular sustainability, education, community, and heritage, and removing it would be a huge loss to the city.

Ngā mihi,

Dianne Khan

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 201

Contribution ID: 36268
Member ID:
Date Submitted: Jul 11, 2025, 10:28 AM

Q1 **Name**
Short Text: Richard Rawstron

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text
WCC on producing a comprehensive coastal management plan for our city. I believe this plan will help protect and enhance Wellington's coastal reserves for the future.

I strongly support the plan overall and wish to comment on four areas in particular:

Te Kopahou Trail Network: We support the continued investment in the Te Kopahou trail network, as signalled through the reference to the Te Kopahou Tracks Plan. This area is a long-standing priority for our community, and we welcome WCC's commitment to improving and expanding the trail system.

Te Kopahou Coastal Trail: We fully support the addition of this trail to Wellington's trail network. We would like to see it designed for both walking and biking, and to include a connection from the south coast to Karori. This would allow for loops and greater accessibility.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text
G4 Carters Park MTB Trail: We support WCC's investigation of this trail to Shelly Bay and look forward to seeing it progress.

Massey Road: We support the idea of transforming this road into a recreation zone. However, we believe the investigation should go further – including the option of fully closing the road to vehicles. This would significantly enhance its recreational value and aligns with climate resilience goals.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 202

Contribution ID: 36267
Member ID:
Date Submitted: Jul 11, 2025, 10:26 AM

Q1 **Name**

Short Text: Phoebe ONeill

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text
WCC on producing a comprehensive coastal management plan for our city. We believe this plan will help protect and enhance Wellington's coastal reserves for the future.

We strongly support the plan overall and wish to comment on three areas in particular:

Te Kopahou Trail Network: We support the continued investment in the Te Kopahou trail network, as signalled through the reference to the Te Kopahou Tracks Plan. This area is a long-standing priority for our community, and we welcome WCC's commitment to improving and expanding the trail system.

Te Kopahou Coastal Trail: We fully support the addition of this trail to Wellington's trail network. We would like to see it designed for both walking and biking, and to include a connection from the south coast to Karori. This would allow for loops and greater accessibility.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text
G4 Carters Park MTB Trail: We support WCC's investigation of this trail to Shelly Bay and look forward to seeing it progress.

Massey Road: We support the idea of transforming this road into a recreation zone. However, we believe the investigation should go further – including the option of fully closing the road to vehicles. This would significantly enhance its recreational value and aligns with climate resilience goals.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text This text written by Trails Wellington, which I am in full support of.

Ngā mihi nui

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 203

Contribution ID: 36266
Member ID:
Date Submitted: Jul 11, 2025, 10:24 AM

Q1 **Name**
Short Text: Geraldine

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text
WCC on producing a comprehensive coastal management plan for our city. We believe this plan will help protect and enhance Wellington's coastal reserves for the future.

We strongly support the plan overall and wish to comment on three areas in particular:

Te Kopahou Trail Network:We support the continued investment in the Te Kopahou trail network, as signalled through the reference to the Te Kopahou Tracks Plan. This area is a long-standing priority for our community, and we welcome WCC's commitment to improving and expanding the trail system.

Te Kopahou Coastal Trail:We fully support the addition of this trail to Wellington's trail network. We would like to see it designed for both walking and biking, and to include a connection from the south coast to Karori. This would allow for loops and greater accessibility.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text
G4 Carters Park MTB Trail: We support WCC's investigation of this trail to Shelly Bay and look forward to seeing it progress.

Massey Road:We support the idea of transforming this road into a recreation zone. However, we believe the investigation should go further – including the option One Way traffic Miramar to Scorching Bay ;

or closing the road or part of it say from Shelly Bay around to Scorching Bay, to allow traffic to access cafes on both sides ,and walking areas above .

Or a pedestrian/ cycle lane in from Miramar Corner to Shelly Bay to allow safe movement for both car , bike and foot users ....

This would significantly enhance its recreational value and aligns with climate resilience goals.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 204

Contribution ID: 36265
Member ID:
Date Submitted: Jul 11, 2025, 10:21 AM

Q1 **Name**

Short Text: Simon Wakeman

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I fully support the addition of this trail to Wellington's trail network. I would like to see it designed for both walking and biking, and to include a connection from the south coast to Karori. This would allow for loops and greater accessibility.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 205

Contribution ID: 36264
Member ID:
Date Submitted: Jul 11, 2025, 10:20 AM

Q1 **Name**

Short Text: Cody Westerman

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text
Congratulations WCC on producing a comprehensive coastal management plan for our city. We believe this plan will help protect and enhance Wellington's coastal reserves for the future.

We strongly support the plan overall and wish to comment on three areas in particular:

Te Kopahou Trail Network: We support the continued investment in the Te Kopahou trail network, as signalled through the reference to the Te Kopahou Tracks Plan. This area is a long-standing priority for our community, and we welcome WCC's commitment to improving and expanding the trail system.

Te Kopahou Coastal Trail: We fully support the addition of this trail to Wellington's trail network. We would like to see it designed for both walking and biking, and to include a connection from the south coast to Karori. This would allow for loops and greater accessibility.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text
G4 Carters Park MTB Trail: We support WCC's investigation of this trail to Shelly Bay and look forward to seeing it progress.

Massey Road: We support the idea of transforming this road into a recreation zone. However, we believe the investigation should go further – including the option of fully closing the road to vehicles. This would significantly enhance its recreational value and aligns with climate resilience goals.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text The above is copied from a template created by Trails Wellington. On a personal level, I support all of the above and believe these initiatives have the potential to improve the already great cycling and walking networks here in Wellington.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 206

Contribution ID: 36263
Member ID:
Date Submitted: Jul 11, 2025, 10:18 AM

Q1 **Name**
Short Text: Bryn Dickerson

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

I strongly support the plan overall and wish to comment on three areas in particular:

Te Kopahou Trail Network: We support the continued investment in the Te Kopahou trail network, as signalled through the reference to the Te Kopahou Tracks Plan. This area is a long-standing priority for our community, and we welcome WCC's commitment to improving and expanding the trail system.

Te Kopahou Coastal Trail: We fully support the addition of this trail to Wellington's trail network. We would like to see it designed for both walking and biking, and to include a connection from the south coast to Karori. This would allow for loops and greater accessibility.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

G4 Carters Park MTB Trail: We support WCC's investigation of this trail to Shelly Bay and look forward to seeing it progress.

Shelley Bay/Massey Road: I strongly oppose the idea of turning this into a pedestrian road, or reducing the traffic flow. Leave it as is, allowing people to get around the harbour who otherwise would not be able to make it that far.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Placing a submission for the coastal plan as below, my views are aligned with those of Trails Wellington in all areas except that of the Shelley bay road/ Massey Road.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 207

Contribution ID: 36262
Member ID:
Date Submitted: Jul 11, 2025, 10:15 AM

Q1 **Name**

Short Text: Paul Gardiner

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text
Te Kopahou Trail Network: We support the continued investment in the Te Kopahou trail network, as signalled through the reference to the Te Kopahou Tracks Plan. This area is a long-standing priority for our community, and we welcome WCC's commitment to improving and expanding the trail system.

Te Kopahou Coastal Trail: We fully support the addition of this trail to Wellington's trail network. We would like to see it designed for both walking and biking, and to include a connection from the south coast to Karori. This would allow for loops and greater accessibilit

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text
G4 Carters Park MTB Trail: We support WCC's investigation of this trail to Shelly Bay and look forward to seeing it progress.

Massey Road: We support the idea of transforming this road into a recreation zone. However, we believe the investigation should go further – including the option of fully closing the road to vehicles. This would significantly enhance its recreational value and aligns with climate resilience goals.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

support Trails Wellington's submission on the WCC Coastal Plan in its entirety.

I would like to particularly support the concept of Te Kopahou Coastal Trail. This would be an amazing asset for the City. I understand that making it usable for bikes may be tricky in sections, but please proceed with walking if at all possible!

Submission text from Trails Wellington:

Congratulations WCC on producing a comprehensive coastal management plan for our city. We believe this plan will help protect and enhance Wellington's coastal reserves for the future.

We strongly support the plan overall and wish to comment on three areas in particular:

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 208

Contribution ID: 36261
Member ID:
Date Submitted: Jul 11, 2025, 10:13 AM

Q1 **Name**
Short Text: Rebecca McConachie

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

To Whom It May Concern,

I am writing on behalf of concerned citizens and supporters of the Island Bay Marine Education Centre, formerly known as the Bait House, to express our strong opposition to the proposal outlined in the draft Coastal Reserves Management Plan to review options for the removal or repurposing of the Bait House within a medium-term timeframe (5–7 years).

This proposal is gravely concerning and deeply upsetting to many in our community. The Bait House is not merely a structure; it is a treasured heritage site, a hub for marine education, and a beacon of community spirit.

Since 2004, this once-derelict site has been lovingly restored and maintained by volunteers, who turned it into a place where people of all ages and walks of life can learn about the precious marine environment of Island Bay.

The historical significance of the Bait House cannot be overstated. It was built in the post-war era by local tradesmen and returned servicemen. Stories like those of Bruce Askew, an apprentice carpenter involved in the original construction, form a precious oral history. These accounts highlight the importance of the building in the development of Island Bay's fishing culture and the wider community.

We understand the need to plan for coastal hazards and earthquake safety, but we urge the Council to consider strengthening and preserving the Bait House rather than removing it. Its cultural and educational value far outweighs the cost of repurposing or demolition.

We ask the Council to:

1. Acknowledge the historical and cultural significance of the Bait House.

2. Commit to retaining and strengthening the building for future generations.

3. Support continued community-led education and conservation efforts on site.

We believe the Bait House is aligned with the core values of Wellington's identity: resilience, sustainability, community, and heritage. Removing it would be a loss not only to Island Bay, but to the city's collective memory and marine future.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 209

Contribution ID: 36260
Member ID:
Date Submitted: Jul 11, 2025, 10:11 AM

Q1 **Name**

Short Text: Nicholas Cottrell

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

To Whom It May Concern,

I am writing on behalf of concerned citizens and supporters of the Island Bay Marine Education Centre, formerly known as the Bait House, to express our strong opposition to the proposal outlined in the draft Coastal Reserves Management Plan to review options for the removal or repurposing of the Bait House within a medium-term timeframe (5-7 years).

This proposal is gravely concerning and deeply upsetting to many in our community. The Bait House is not merely a structure; it is a treasured heritage site, a hub for marine education, and a beacon of community spirit.

Since 2004, this once-derelict site has been lovingly restored and maintained by volunteers, who turned it into a place where people of all ages and walks of life can learn about the precious marine environment of Island Bay.

The historical significance of the Bait House cannot be overstated. It was built in the post-war era by local tradesmen and returned servicemen. Stories like those of Bruce Askew, an apprentice carpenter involved in the original construction, form a precious oral history. These accounts highlight the importance of the building in the development of Island Bay's fishing culture and the wider community.

We understand the need to plan for coastal hazards and earthquake safety, but we urge the Council to consider strengthening and preserving the Bait House rather than removing it. Its cultural and educational value far outweighs the cost of repurposing or demolition.

We ask the Council to:

Acknowledge the historical and cultural significance of the Bait House.
Commit to retaining and strengthening the building for future generations.
Support continued community-led education and conservation efforts on site.
We believe the Bait House is aligned with the core values of Wellington's identity: resilience, sustainability, community, and heritage.

Removing it would be a loss not only to Island Bay, but to the city's collective memory and marine future.

Sincerely,

Nicholas Cottrell,

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 210

Contribution ID: 36259
Member ID:
Date Submitted: Jul 11, 2025, 10:10 AM

Q1 **Name**
Short Text: Esther King

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text
o Whom It May Concern,

Our family is very shocked and angry that the Island Bay Marine Education Centre could lose the Bait House building. Our family have been visiting for years. It's an important resource for engaging our community with conservation and climate change, and is a valuable and affordable attraction for families.

I am writing on behalf of concerned citizens and supporters of the Island Bay Marine Education Centre, formerly known as the Bait House, to express our strong opposition to the proposal outlined in the draft Coastal Reserves Management Plan to review options for the removal or repurposing of the Bait House within a medium-term timeframe (5–7 years).

This proposal is gravely concerning and deeply upsetting to many in our community. The Bait House is not merely a structure; it is a treasured heritage site, a hub for marine education, and a beacon of community spirit.

Since 2004, this once-derelict site has been lovingly restored and maintained by volunteers, who turned it into a place where people of all ages and walks of life can learn about the precious marine environment of Island Bay.

The historical significance of the Bait House cannot be overstated. It was built in the post-war era by local tradesmen and returned servicemen. Stories like those of Bruce Askew, an apprentice carpenter involved in the original construction, form a precious oral history. These accounts highlight the importance of the building in the development of Island Bay's fishing culture and the wider community.

We understand the need to plan for coastal hazards and earthquake safety, but we urge the Council to consider strengthening and preserving the Bait House rather than removing it. Its cultural and educational value far outweighs the cost of repurposing or demolition.

We ask the Council to:

1. Acknowledge the historical and cultural significance of the Bait House.

2. Commit to retaining and strengthening the building for future generations.

3. Support continued community-led education and conservation efforts on site.

We believe the Bait House is aligned with the core values of Wellington's identity: resilience, sustainability, community, and heritage. Removing it would be a loss not only to Island Bay, but to the city's collective memory and marine future.

Sincerely,
Esther King

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 211

Contribution ID: 36258
Member ID:
Date Submitted: Jul 11, 2025, 10:08 AM

Q1 **Name**

Short Text: Jenny Moore

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

To Whom It May Concern,

I am writing to join my voice to the voices of concerned citizens and supporters of the Island Bay Marine Education Centre, formerly known as the Bait House, to express our strong opposition to the proposal outlined in the draft Coastal Reserves Management Plan to review options for the removal or repurposing of the Bait House within a medium-term timeframe (5–7 years).

This proposal is gravely concerning and deeply upsetting to many in our community. The Bait House is not merely a structure; it is a treasured heritage site, a hub for marine education, and a beacon of community spirit.

Since 2004, this once-derelict site has been lovingly restored and maintained by volunteers, who turned it into a place where people of all ages and walks of life can learn about the precious marine environment of Island Bay.

The historical significance of the Bait House cannot be overstated. It was built in the post-war era by local tradesmen and returned servicemen. Stories like those of Bruce Askew, an apprentice carpenter involved in the original construction, form a precious oral history. These accounts highlight the importance of the building in the development of Island Bay's fishing culture and the wider community.

We understand the need to plan for coastal hazards and earthquake safety, but we urge the Council to consider strengthening and preserving the Bait House rather than removing it. Its cultural and educational value far outweighs the cost of repurposing or demolition.

We ask the Council to:

1. Acknowledge the historical and cultural significance of the Bait House.

2. Commit to retaining and strengthening the building for future generations.

3. Support continued community-led education and conservation efforts on site.

We believe the Bait House is aligned with the core values of Wellington's identity: resilience, sustainability, community, and heritage. Removing it would be a loss not only to Island Bay, but to the city's collective memory and marine future.

The Island Bay Marine Education Centre is a vibrant hub where kids, families, and curious minds of all backgrounds come to learn, laugh, and fall in love with our marine environment. I have been there with my children many times and they loved the amazing hands-on experience, coming face to face with nature. They have also visited with school and at birthday parties and come home full of stories about what they learnt. The amazing volunteers make sure every visitor leaves full of passion for the marine environment of Tapu te Ranga Reserve on their doorstep.

Sincerely,
Jenny Moore
Island Bay Marine Centre Trust Supporter

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 212

Contribution ID: 36257
Member ID:
Date Submitted: Jul 11, 2025, 10:07 AM

Q1 **Name**
Short Text: Danica Robbemond

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Don't know

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

To Whom It May Concern,

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This proposal is gravely concerning and deeply upsetting to many in our community. The Bait House is not merely a structure; it is a treasured heritage site, a hub for marine education, and a beacon of community spirit.

Since 2004, this once-derelict site has been lovingly restored and maintained by volunteers, who turned it into a place where people of all ages and walks of life can learn about the precious marine environment of Island Bay.

The historical significance of the Bait House cannot be overstated. It was built in the post-war era by local tradesmen and returned servicemen. Stories like those of Bruce Askew, an apprentice carpenter involved in the original construction, form a precious oral history. These accounts highlight the importance of the building in the development of Island Bay's fishing culture and the wider community.

We understand the need to plan for coastal hazards and earthquake safety, but we urge the Council to consider strengthening and preserving the Bait House rather than removing it. Its cultural and educational value far outweighs the cost of repurposing or demolition.

We ask the Council to:

1. Acknowledge the historical and cultural significance of the Bait House.

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3. Support continued community-led education and conservation efforts on site.

We believe the Bait House is aligned with the core values of Wellington's identity: resilience, sustainability, community, and heritage. Removing it would be a loss not only to Island Bay, but to the city's collective memory and marine future.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 213

Contribution ID: 36256
Member ID:
Date Submitted: Jul 11, 2025, 10:05 AM

Q1 **Name**

Short Text: Terene Batten

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

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Q10 **Please let us know a bit more about your choice.**

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Long Text

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Multi Choice

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Long Text

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Taputeranga
Southern Bays

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Long Text

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Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 214

Contribution ID: 36255
Member ID:
Date Submitted: Jul 11, 2025, 10:04 AM

Q1 **Name**
Short Text: Nat Chesterfield

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

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Long Text

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Sincerely,

Nat Chesterfield

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 215

Contribution ID: 36254
Member ID:
Date Submitted: Jul 11, 2025, 10:02 AM

Q1 **Name**

Short Text: Tom Coogan

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

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Multi Choice:

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Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

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Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Hi WCC,

I am not from your rohe but urge you to reconsider the reclassification of the Red Rocks area. I am a 4WD enthusiast and enjoy taking my family on overlanding adventures. I especially love showing my young girls what this beautiful country has to offer. I appreciate your commitment to preserving our natural landscapes and understand the importance of protecting these areas for future generations. Families like mine care for the landscape by collecting rubbish and leaving no trace when we go out. Please reconsider this decision so that families like mine can continue to enjoy this place. Additionally, I am in support of a 4WD license, which would ensure that drivers are educated on responsible and safe practices. I am open to discussing ways we can work together to maintain access while ensuring environmental protection.

The Red Rocks has been on my bucket list for a long time and I hope I get to experience it oneday.

Thank you for your consideration.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

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Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 216

Contribution ID: 36253
Member ID:
Date Submitted: Jul 11, 2025, 10:01 AM

Q1 **Name**
Short Text: Catriona McBean

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**
Short Text: DSport

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

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Multi Choice:

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Multi Choice:

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Long Text:

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Long Text

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Long Text

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Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text [redacted]

Ella Hardy
Senior Recreation & Parks Planner
Wellington City Council
23 June 2025
Sent via email
coastalplan@wcc.govt.nz
Re: WCC Coastal Management Plan Submission
dsport welcomes the opportunity to provide a submission on the WCC Coastal Management Plan. We have reviewed the plan and believe that while the Council uses the words accessible, inclusive and all-users, the plan still does not consider the necessary steps required to make the space accessible to disabled people. Providing for disabled people is more than just providing a piece of equipment, it's about ensuring disabled people are further marginalised from using these spaces non-disabled people can readily and take for granted.

Who is dsport
Established in 1969, dsport is a charity managed by a board of elected volunteers, and our vision is for Wellington to be a diverse and inclusive region. We have been delivering dedicated co-designed disability sport and recreation opportunities for our members for over 50 years.
dsport is underpinned by the principles of inspire, enable, achieve.
We inspire disabled people to believe in themselves. To aspire to being involved in sport and active recreation. To dream.
We enable disabled people to get into sport and active recreation. We don't believe in can't. Rather how can we. How can we make this fun and make this work? We persevere and we build strength collectively.
But more importantly, our members achieve. They overcome adversity, find work-arounds and creative solutions to achieve. And for some, they will achieve their dreams.
While many of our programmes are facility-based, we do provide a range of recreation opportunities which are based around Wellington's coastal environment.
Ākau Tangi Sports Centre | 72 Kemp Street, Kilbirnie | Wellington 6023 2
Snorkelling at Island Bay with Mountains to Sea earlier this year
Ākau Tangi Sports Centre | 72 Kemp Street, Kilbirnie | Wellington 6023 3
Enjoying the coastal marine area
Participating in the annual Round the Bays
Orienteering along the Wellington waterfront
Ākau Tangi Sports Centre | 72 Kemp Street, Kilbirnie | Wellington 6023 4
Nearly 36,000 Wellingtonians identify as disabled
1 in 6 people identify as disabled (Statistics NZ, 2025). This increases as people age and females are more likely to be disabled than males.
Mobility impairments are the most common in the region followed by hearing and agility. Disabled people with mobility impairments have difficulty travelling to and through the city and this is exacerbated by not only geography but also poor provision of amenities and services to enhance their travel and an unreliable transport network.
The following feedback is provided based on our experiences delivering disability sport and recreation opportunities to our members, insights from our members on access and inclusion and our desire to see Wellington City Council provide better more considered opportunities for disabled people from our community.
Furthermore, dsport does not believe this plan currently aligns fully with the principles espoused in other Council documentation focused on improving accessibility – Accessible Wellington – the accessible journey action plan 2019, Towards 2040: Smart City strategy and the Mobility Parking Policy 2005 and Parking Policy 2020 (see Appendix Summary of these plans).
Specific feedback on plan
P10 Strategic and legislative context
Disappointed to see that the Strategic and legislative context and Coastal planning related plans and policies on appear to preclude recognition and acknowledgement of the Accessibility Action Plan 2019 as a Key influencing strategy and Activity based plan or policy, yet on page 11 states This plan aligns with the strategy's five strategic focuses of the Open Space and Recreation Strategy 2023 - Whai Wāhitanga Inclusive Making the coastal environment welcoming and accessible to all.
Ākau Tangi Sports Centre | 72 Kemp Street, Kilbirnie | Wellington 6023 5
P12 Key issues and emerging challenges for coastal reserves
Recognises that the use of the coast has evolved, but access remains inequitable – both in who can reach and use coastal spaces and how access is allocated through leases and infrastructure. Barriers include physical accessibility, transport limitations, and financial constraints. However, one of the greatest barriers for disabled people accessing these areas has been the establishment of dedicated cycle-lanes which have removed parking; where parking is available it is not accessible; and some of the limited accessible parking spaces are now time-limited whereas non-disabled parks remain unlimited parking. These interventions by the Council are not improving access but limiting access and enhancing inequities between disabled and non-disabled people wanting to use these spaces.
P 17 Values
Whai wāhi - Access to the coast for recreation and enjoyment Wellington's coast is a space of joy and relaxation, offering a variety of recreational activities, from surfing and swimming to walking and spending time with whānau and friends. This ableist position reinforces the lack of understanding and perhaps desire to ensure these places are actually accessible to disabled people. It's more than putting a wheelchair icon in an image, it has to be tangible to those disabled people in the community who want to actually use these spaces.
Page 21 Value 2 Whai wāhi Access to the coast for recreation and enjoyment
To support these experiences, Council provides essential recreation amenities, including walkways, boat ramps, wharves, public toilets, playgrounds, and off-leash dog areas. But again, these essential amenities are frames around non-disabled people. Essential amenities for disabled people include places to park that are accessible and suitably located.
For example, to use the public toilets at Balaena Bay there are no adjacent accessible car parks. The parking area approximately 200m with a drive which is too steep for a wheelchair user to use unassisted, which could be argued contravenes the principle of the New Zealand Building Code Clause G1 Personal Hygiene which defines an accessible route as a route usable by a person with a disability. It shall be a continuous route that can be negotiated unaided by a wheelchair user. The route

shall extend from street boundary or car parking area to those spaces within the building required to be accessible to enable a person with a disability to carry out normal activities and processes within the building. A gradient of 1:20 is the maximum a footpath or ramp should be (see NZS 4121:2001 section 6).
Page 24 Pathway 2.1 Strategic placement of coastal amenities
This section contradicts itself in relation to amenity provision for disabled people where it states, "Reviewing locations where multiple toilets exist within a short walking distance to consider relocation or consolidation for better efficiency while maintaining public access" while also stating "Inclusive and accessible amenities – Prioritised at high-use coastal destinations to accommodate diverse community needs, including visitors with disabilities, families, and older adults". A short walking distance for a non-disabled person versus a disabled person walking, or someone assisting a disabled person in a wheelchair are likely to be different and the needs of both groups may differ so these need to be considered with more finesse and understanding than previous WCC decisions around the needs of disabled people vis-à-vis non-disabled people.
P25 Pathway 2.2 Connected coastal paths and track
Why this matters. This plan prioritises walking access as the primary way people connect with and experience the coast. We disagree that this statement includes consideration of disabled people given the lack of accessible parking and the imposition of time-limited parking on accessible parking spaces but not on standard non-disabled parking spaces in some areas around the coast.
Ākau Tangi Sports Centre | 72 Kemp Street, Kilbirnie | Wellington 6023 6
Management approach will prioritise widening pedestrian paths to at least 1.5m. However, to truly be accessible, NZS4121:2001 recommends a minimum of 1500m to allow a wheelchair and pushchair to pass, but 1800m for two wheelchairs to pass safely (Appendix D).
P26 refers to boat ramps, swim rafts etc, but no mention is made of providing amenities to facilitate the easier access of disabled people across a beach to the water. Most beaches in Wellington have stair access down onto the beach, not ramps, and there are few options for wheelchair users.
P28 Pathway 2.4 Enhancing coastal accessibility and equity
dsport is more than willing to work with Council to enhance the coastal accessibility and equity. Many of our members enjoy coastal and aquatic environments but would welcome the opportunity to experience more in and around Wellington if they were able.
We acknowledge the reference to beach wheelchairs and beach mats but access to these currently cannot happen without the explicit intervention of third-parties, such as Lyall Bay Surf Club or Freyberg Pool – both of whom store accessible beach chairs. To use these pieces of equipment, a user needs to contact these organisations and if at Lyall Bay, the chair is only available during club open season and open hours – restricting the unfettered access of the coastal area afforded to non-disabled people. A better system needs to be investigated that does not add additional barriers to those wishing to use this equipment.
P29 Pathway Providing opportunities for dog recreation without harming coastal wildlife
Some of our members have mobility and assistance dogs. These working dogs need recreation too, so ensuring dog recreation areas also consider their needs is important, ie, making these areas accessible for disabled people through the provision of accessible parking and ramps.
P30 Actions Access to the coast for recreation and enjoyment
We would encourage the Council to change the timeframe for working with the disabled community to Short term. Too long has the disabled community been a low priority and as members of the Wellington Community should be prioritised higher than visitors, i.e. freedom campers.
Furthermore, the engagement with disabled people should not be limited to just exploring improvements to beach access but as outlined above other issues such as accessible parking, public toilets etc are imperative to a disabled person's access and enjoyment of the coastal environment in Wellington so we expect this engagement to be much much wider and more meaningful that the limited scope currently in the plan.
P32 Pathway 3.1 Protect the coastal character through careful design
We ask that consideration be given to the accessibility needs of users when positioning seating to enhance connection to the coastal environment. Having suitable surfaces and safe areas for disabled people to navigate around seating, and adjacent spaces for wheelchair users would enhance the value of these to disabled people and others, such as parents with young children.
Minimise visual clutter by grouping signage and wayfinding elements and avoiding excessive installations. We bring to Council's attention the needs of disabled people, such as those with a visual impairment, who may require signage that is more visible, larger and easier to read than perceived in this statement. Do not assume because someone's sight is limited, that they cannot see, hear or experience a coastal environment experience.
Ākau Tangi Sports Centre | 72 Kemp Street, Kilbirnie | Wellington 6023 7
P33 Pathway 3.2 Enrich coastal experiences through storytelling
As per above, there is a need to ensure the use of design itself as a storytelling tool, incorporating symbolic layouts, patterns, and materials that reflect local identity and heritage are appropriate for disabled people to understand and use.
P52 Pathway 5.2 Adaptive planning for a sea-level rise
Again, we bring to the Council's attention that any relocate and retreat coastal recreation structures from high-risk hazard areas to safer locations where feasible, allowing natural coastal processes to occur and reducing long-term risks to public structures in coastal parks and reserves must take into consideration accessibility needs for disabled people. Relocating amenities to inaccessible sites is not an appropriate solution.
P63 Te Kopahou 1.2 Access to the coast for recreation and enjoyment
dsport would caution Council to ensure better vehicle management to balance recreation with the protection of Te Kopahou's unique ecology and cultural value does not result in disabled people being

marginalised and their access to this area limited if vehicular access is restricted.
P74 Taputeranga 2.2 Access to the coast for recreation and enjoyment
dsport thanks the Council's recognition of the need to explore opportunities to improve accessibility to the coast, and ensure that pathways, entrances, and facilities are designed to accommodate people of all abilities, however notes this is not included in the actions on P77.
P89 Lyall Bay 3.2 Access to the coast for recreation and enjoyment
dsport wishes to ensure Council aligns the management approach for Lyall Bay with the commitment to enhance accessibility and equity as noted on P28 Pathway 2.4 Enhancing coastal accessibility and equity.
With the proposed development by Wellington Airport at the eastern end of Lyall Bay, we ask that suitable and adequate accessible parks are provided to ensure disabled people are able to utilise and enjoy these new amenities.
P124 6.2 Access to the coast for recreation and enjoyment
dsport asks that any new toilet facility provided in this sector is accessible, both in terms of the toilet facility itself, but also the provision of suitable accessible parking.
P146 8.2 Access to the coast for recreation and enjoyment
dsport acknowledges the Council's intention relating to ensuring amenities at Oriental Bay and Freyberg Beach are welcoming, inclusive, and fit-for-purpose by applying universal design principles that support accessibility, usability, and diverse recreational needs. This includes considering location, functionality, and operational efficiency to create spaces where all people – regardless of age, ability, or background – can connect, participate, and feel a sense of belonging. We would ask that this fundamental principle be applied across all Council amenities and facilities regardless of locale along the Coast.
We also note in the Action Plan, P149, that the Council intends to work with swimming groups to look at improving swimming safety information at Oriental Bay, yet there is no mention of safety of users of the footpaths – which are now multi-use with the inclusion of the cycleway. The multitude of different users – walkers, runners, those with children, dogs on lead, bikes, e-bikes, e-scooters and crocodile bikes – does mean this area is very busy, chaotic and often dangerous for disabled people especially
Ākau Tangi Sports Centre | 72 Kemp Street, Kilbirnie | Wellington 6023 8
when other users are travelling at speed. dsport would like to see some more consideration given to the safety of disabled people using these areas.
dsport are happy to discuss our submission further.
Yours sincerely
Dr Catriona McBean

[redacted]

Appendix – Summary of WCC Plans and Policies related to accessibility
The city's attractions are available to everyone.
With steep hills and narrow streets, it's not the easiest place to get around, challenging for those with mobility issues whether due to
• disability
• age
• having young children in prams and pushchairs.
With planning and forethought can include everyone in all aspects of city life.
WCC should be at the forefront of accessibility planning and design.
Accessible Journey is a very important for disabled people as it impacts their ability to participate as Wellingtonians.
Accessible Wellington Action Plan
• awareness of the responsibility local government agencies have towards establishing accessible environments
• part of creating sustainable cities and communities.
Towards 2040: Smart City
strategy
Wellington's people-centred city will be
• Healthy and vibrant
• Affordable
• Resilient
• strong sense of identity and 'place'.
This will be expressed through urban form, openness and accessibility for current and future populations.
Connected city, Wellington's people, places and ideas access networks
• physical – allowing for ease of movement of people and goods
• social – allowing people to connect
Efficient accessible transport options (including mobility parking, active mode routes, multi-node routes and clear signage and wayfinding).
Accessible Spaces

• creating accessible spaces will act as a starting point
• champion and model good accessible design and practice
• will address the physical accessibility well as also promoting an accessible culture
Ākau Tangi Sports Centre | 72 Kemp Street, Kilbirnie | Wellington 6023 10
Urban design of public spaces incorporates universal design principles
• city design makes a big difference to the ease of people's journeys
• accessible access to services (e.g. public buildings, restaurants, theatres, accommodation, business providers)
• remove street clutter and other barriers that people experience already
• improve street design, removing potential barriers that block these spaces, will create more accessible journeys around the city.
Mobility Parking Policy 2005 and Parking Policy 2020
Aims to ensure Wellington is a liveable place for people with limited mobility by enhancing their ability to participate in employment, social, cultural and political life and their access to services and resources.
Mobility parks are
• fit-for-purpose
• in the places that are of use to people - shops, services, medical and social service providers and entries to those places
• they are available and not misused
• a priority for city area - central city and suburban centres
• if on-street mobility parking spaces removed for cycleways the Council will seek to replace the mobility parking spaces as close to the intended destination point as possible and with the same number of spaces.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 217

Contribution ID: 36252
Member ID:
Date Submitted: Jul 11, 2025, 09:57 AM

Q1 **Name**
Short Text: Karen Hofmann

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text
To whom it may concern
Please retain the bait house and island bay marine centre in its current form. The building is super strong and survives every storm.
The marine centre is amazing! So many kids learn to love our environment there and many more learn skills as volunteers. My son was a volunteer there for two years and went from a shy boy to being confident talking to strangers, and learnt a ton from Dr Victor and others about marine life.
It is a treasure that should be supported and protected. Please don't let us lose this gem in our city.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox
Yes

Response No: 218

Contribution ID: 36251
Member ID:
Date Submitted: Jul 11, 2025, 09:56 AM

Q1 **Name**
Short Text: Edmund Mackay

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Whanga Rāwhiti
Eastern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text
I have occupied a boatshed at Seatoun Beach since the mid 1970's. I understand that the boatsheds have been a feature at Seatoun since the 1930's. The Lessee is responsible for all maintenance and there are no costs borne by the Council.

The Boatsheds are an asset to the community as well as to the Lessees.

The area is popular with kite surfers. The sheds provide shelter in both Northerly and Southerly wind conditions for rigging and setting up.

The sheds also provide protection to Churchill Park. There are Council installed seats and picnic tables situated there because of the protection from the Northerly winds provided by the sheds. Correspondingly, the Northern side is used when the wind is from a Southerly direction.

Removal of the Sheds would remove the only shelter there is at the Park. I note that no reason is given why the sheds are a problem

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 219

Contribution ID: 36250
Member ID:
Date Submitted: Jul 11, 2025, 09:52 AM

Q1 **Name**

Short Text: Amar

Q2 **Suburb**

Select Box: Hataitai

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Strengthening mana whenua presence and leadership is outmost importance. Putting this into action with recognizing treaty settlement and restoring traditional maori names I great first step. I also think the names should be change as well, especially mount Crawford to a te reo māori name.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I would be very democratic to update the entire wellington coast to be a recreation, wellbeing and require must dos Wellingtonians. This should include places to sit, relax, landscaping (native bush) areas that ever person can enjoy regardless of aged and mobility issues. Equity is the key word and environmental needs.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: An education hub to teach people the origins of the coastline and the people as well as the māori stories about the Wellington coast. This could include a place with books (exhibition spaces) local artists celebrating the coast line, the would be very empowering.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text I strongly support strengthening and showing up our coast to make it weather the effects of human driven climate change " coast as a store house and wildlife recover as well

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Nature based solutions to combat seismic changes to on environmental is a excellent way to secure our future.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text This is one of the most crowded heavily used roads (feel like it) also quite densely populations, I like that the cycle walking routes being slowly extend, but I think further efforts need to be made to slow down car traffic. This council include reducing the width of the road for vehicular traffic, reducing speeds, buildings corssing zones, reducing parking, Hataitai Beach area could be entirely transformed into a recreation hub, a place to relax enjoy community, play etc., I would like to see more trees/foliage along the road, even on windy days, this part of the cycle way is most heavily used wellington got to make ore pedestrian friendly

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including

closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Appendix B – Name change is a good please do it soon.
Making wellington coast a socially equitable space for all is great increase own own the city – ecologically future proof as well as based on respect for mana whenua

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 220

Contribution ID: 36248
Member ID:
Date Submitted: Jul 11, 2025, 08:45 AM

Q1 **Name**
Short Text: Mandy J Hancock

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Rangitatau
Moa Point to Breaker Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text We fully support the addition of this trail to Wellington's trail network. We would like to see it designed for both walking and biking, and to include a connection from the south coast to Karori. This would allow for loops and greater accessibility.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways,

and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

We support the continued investment in the Te Kopahou trail network, as signalled through the reference to the Te Kopahou Tracks Plan. This area is a long-standing priority for our community, and we welcome WCC's commitment to improving and expanding the trail system.
Massey Road: We support the idea of transforming this road into a recreation zone. However, we believe the investigation should go further – including the option of fully closing the road to vehicles. This would significantly enhance its recreational value and aligns with climate resilience goals.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 221

Contribution ID: 36245
Member ID: 2288
Date Submitted: Jul 10, 2025, 08:02 PM

Q1 **Name**

Short Text: DAGMAWI SHENKUTE

Q2 **Suburb**

Select Box:

Q3 **Email**

Email:

Q4 **I am making this submission:**

Multi Choice:

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Supporting in various situation like strengthening leadership, acknowledging treaty settlements, and also restoring traditional Maori place names and strengthening this all are crucial aspects for the development of Wellington, New Zealand.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Suppose as an Architect, all the bullet points mentioned above are important perspectives to strengthen infrastructure development as a whole and ensures simplicity to daily life.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: This is what can I say promoting culture, recognizing asset values, and sharing cultures diversity with inclusion, so very important.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text The overall effect tells us preserving various situations meaning highly encouraged.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Strongly support because of nature-based solutions.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Rangitatau
Moa Point to Breaker Bay
Te Whanga Rāwhiti
Eastern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I'm interested on tasks like infrastructure and urban space.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text Part of infrastructure so I like it.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text The same thing is true as mentioned above.

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Urban spaces are the heart beat of a CITY. I as an Architect have a responsibility to protect such spaces along with environmental issue for human healthier life, productivity, and appealing views.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text Integrating each of the sub urban spaces in terms of architecture provides well oriented planning THE CITY, ensuring Oriental Bay is part of this task.

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support

Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Enough.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 222

Contribution ID: 36242
Member ID:
Date Submitted: Jul 10, 2025, 12:34 PM

Q1 **Name**

Short Text: Tim Stewart

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:

Active engagement with mana whenua should not involve the devolution of decision making from council (as the elected representatives of all Wellingtonians including mana whenua). While it is correct for the council to work with, engage with and consult with mana whenua where relevant, the council must also do the same for all communities.

This value and stated pathways does not recognise the significance of the coastline for other communities and appears to make the subjective judgement that mana whenua's connection with the coastline is more important that other Wellingtonians' connection with the coastline.

The value also suggests that mana whenua are the only kaitiaki (guardians) of the coastline. This is not true as it all Wellingtonians and indeed New Zealanders who are kaitiaki/guardians of the environment. We must all play our part.

Overall this value appears to value mana whenua input over input from other communities, which is inconsistent with the purpose of local government. The value should be drafted or additional value added to recognise the importance of active partnership with all communities and groups (including mana whenua) who value the coastline.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. -

Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

The activity rules for foot access to a reserve should make it clear than any exclusions are a decision for council (with public consultation). Any request for an exclusion, including on cultural, spiritual or religious grounds should be balanced against the other communities' interests (including being free from council requiring all Wellingtonian's to adhere to another person's cultural /spiritual/religious views).

Where action or work on a coastal reserve is at the request of a community group, consideration should be given to whether that group should compensate the council (ie, ratepayers) for that work. The council has limited resources and if work or an action is primarily intended to advance the position of a single group, then that group should bear some or all of the cost of such work/action.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 223

Contribution ID: 36231
Member ID: 3592
Date Submitted: Jul 09, 2025, 03:17 PM

Q1 **Name**

Short Text: Geoff HENRY

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text: I want our coastal environment to meet the needs of our Wellington population as it is now, not as it once might have been. A small proportion of our population continues to be Maori and deserve recognition, but the vast majority are of european heritage and deserve recognition of their own needs, history and culture.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I want us all to have equal access rights and equal sharing of the water and its resources.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: Our coastal history and heritage is multi-cultural. We need to recognise the european history and culture fishing, navigation, shipping and sport.
The Island Bay "baitshed" is an historic record and its present use as an aquarium should be recognised by making it a cultural reserve!

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Preserve the Baithouse!
Encourage water-sport, sport fishing, marine exploration experiences.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Preserve historic relics like the bait-house, the frigate and coastal shipwrecks.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays
Hue te Para
Lyall Bay
Rangitatau
Moa Point to Breaker Bay
Te Whanga Rāwhiti
Eastern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Strongly support a coastal walkway including the difficult section from Sorching Bay to Burnham Wharf.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Strongly support the Island Bay Aquarium.
Would like to see the "Bait-House" presered as an historic place and continued as a marine aquarium

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text Enhance and promote as a surfing venue providing for both swimmers and board riders. Board kiting is a growing activity. The bay is large enough to cater for everybody, but some safety management may be necessary. The Lyall Bay launching ramp is necessary for airport safety services: it should NOT be allowed ot become a recreational boating one!

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text We sould strive to prevent sewage discharges. Permitting "emergency" ones would encourage abuse to suit economic cconvenience!

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text Some of our most popular beaches, protected for our southerlies! They are so popular that traffic and parking are a problem which deserve to be addressed. I can see no scope for "Freedom Campers".

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Sheelly Bay is undergoing much needed renovation. We need to ensure that public access is not hindered.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Cobham Drive provides for footpath and cycleway activity. The foreshoreis exposed to the north wind, but the beach-line is well protected. There is scope for artificial reef off-shore, which would provide safe recreational snorkelling experience, while at the same time break heavy wavea from spraying the traffic!

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Strongly support the protection of the Island Bay Bait-House as both an historic site and an aquarium. Leaving it where it is, even if a sea-level risk, is of itself of educational benefit!

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 224

Contribution ID: 36226
Member ID:
Date Submitted: Jul 09, 2025, 01:34 PM

Q1 **Name**

Short Text: guy parkinson

Q2 **Suburb**

Select Box: Mākara

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: terawhiti station

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: I support access where no damage to the environment or to public and private property is occurring.
A lot of Wellingtons coast is being severely damaged so this needs managing or access restricted.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Over 16 years I have watched the degradation of the Marine and Coastal Environment West of Karori Stream. I have witnessed Poaching of thousands of Paua and other seafood species,on a regular basis, a huge amount of erosion caused by 4wd vehicles ,vehicles running over nests of Plover and Black Billed Gulls, litter being dumped ,fires and unrestrained dogs killing wildlife.
If managed restrictions are put in place from Red Rocks to Karori Stream, more problems will move West where there is no one to report wrong doing.
Vehicle access should be blocked at Karori Stream.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Red Rocks to Karori Stream can be practically managed and is largely self Policing due to high usage, the majority of users are respectful of the area.
Beyond Karori Stream is where most of the anti social behaviour occurs as it is seldom seen.
By restricting vehicle access , this would provide an area which is not overfished which in turn would provide increased fish stocks for the wider region.
Rare bird Colonies would have a chance to strengthen as the Capital Kiwi Project has created a predator free area, the main threats now are vehicles and dogs.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support

A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 225

Contribution ID: 36223
Member ID:
Date Submitted: Jul 09, 2025, 10:08 AM

Q1 **Name**

Short Text: Cameron

Q2 **Suburb**

Select Box: Newtown

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: As tangata whenua, but not mana whenua, I am always supportive of strengthening my own knowledge of the whenua I live on. Not only out of personal interest, but out of an obligation to know the history of the whenua which I inhabit and honour it the best I can. Restoring place names and te reo Māori along our coastlines continues to strengthen awareness and knowledge of the pūrākau within our communities, deepening and enriching our commitment to honouring it.

Furthermore, protecting our coastlines and our wildlife simply CANNOT be done without mana whenua partnership and leadership. The council must honour Te Tiriti throughout this entire process, and in anything to do with our whenua and our moana.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: 100% support this, especially the point about dog recreation. Although it says no dogs allowed on the beach at Island Bay, there are always tons of dogs on the shore. This either needs to be monitored more, or there needs to be alternatives proposed to curb this.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text As I said in my first point - knowing more about our coastal cultural heritage is crucial to strengthening our commitments and protections of the whenua we live on. I would love to see this more reflected when I am walking or exploring the coast.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text This draft plan has hugely educated me on the abundance of ecosystems and taonga we have along our coastlines, so yes I 100% support this. It would be wonderful to see the community more involved in this kaupapa, but it needs to start with more education about what taonga we actually house here in Pōneke.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I strongly oppose the removal of the Bait House/Island Bay Marine Education Centre. It is an under-utilised taonga in Pōneke and I would hate to see it go. For many of us, it's the closest we can get to these sea creatures in an ethical way, and the mahi they do at the centre is phenomenal and contributes hugely to researching & protecting our ecosystems. Its cultural and educational significance is mighty, and this should be considered in the process. Please look into strengthening and preserving the bait house, to further support its conservation efforts.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 226

Contribution ID: 36213
Member ID:
Date Submitted: Jul 08, 2025, 07:21 PM

Q1 **Name**

Short Text: Andy

Q2 **Suburb**

Select Box: Ngaio

Q3 **Email**

Email:

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Te Kopahou Trail Network: I support the continued investment in the Te Kopahou trail network, as signalled through the reference to the Te Kopahou Tracks Plan. This area is a long-standing priority for our community, and I welcome WCC's commitment to improving and expanding the trail system.

Te Kopahou Coastal Trail: I fully support the addition of this trail to Wellington's trail network. I would like to see it designed for both walking and biking, and to include a connection from the south coast to Karori. This would allow for loops and greater accessibility.

G4 Carters Park MTB Trail: I support WCC's investigation of this trail to Shelly Bay and look forward to seeing it progress.

Massey Road: I support the idea of transforming this road into a recreation zone. I believe the most suitable option would be closing one lane and establishing the road as one way.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. -

Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 227

Contribution ID: 36198
Member ID:
Date Submitted: Jul 08, 2025, 09:42 AM

Q1 **Name**

Short Text: Richard Busby

Q2 **Suburb**

Select Box: Northland

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I strongly support the provision of formal mountain bike tracks in the Te Kopahou plan; providing tracks that are managed by WCC means mountain bikers will be able to enjoy the area, and rogue mountain bikers are less likely to make unsanctioned tracks, leading to safer usage for everyone.
Working with private land owners in the area to provide the coastal walkway would create a significant and enduring walkway, likely to be used by many people.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text The plans for a new Mountain bike trail to Shelly Bay will provide more well-maintained and safe trails for mountain bikers, bringing more tourists to the region and expanding the well-used network of trails. Similarly to the Te Kopahou plans, this will also improve safety for all users of the area

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. -

Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 228

Contribution ID: 36192
Member ID:
Date Submitted: Jul 08, 2025, 08:14 AM

Q1 **Name**
Short Text: HENRIETTA SUSHAMES

Q2 **Suburb**
Select Box: Brooklyn

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text: It honors the treaty of Waitangi

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: It enables everybody to access the resources.However I think we need more public toilets such as in owhiro bay, and better management of the toilets in the island bay which are often filthy, smelly.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text The city council could do more to protect the marine reserve from poachers. I strongly support planting in the coastal areas to strength and the resilience to climate change and designated pathways for walkers and dogs. So they Do Not Disturb the planting.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Wellington city council should also seriously considered managed retreat and start socializing this.Now well before it needs to happen.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I would like to see development of walking tracks which are not right next to the coastal road, wherever possible. If there are opportunities to divert roads from the coast, as recently in island bay, we should take those opportunities and leave the coast for pedestrians streams and dog walkers.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 229

Contribution ID: 36156
Member ID:
Date Submitted: Jul 07, 2025, 07:43 PM

Q1 **Name**

Short Text: Jayden Alexander

Q2 **Suburb**

Select Box: Northland

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 230

Contribution ID: 36142
Member ID:
Date Submitted: Jul 07, 2025, 05:24 PM

Q1 **Name**

Short Text: Peter Hodge

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Generally speaking, I support the Council's aim of working with iwi in the co-management of coastal spaces, in particular wahi tapu sites, and actively drawing on iwi knowledge and practices. For example, I think there is considerable potential for using rahui to actively protect and conserve marine wildlife and plants in areas outside the Taputeranga Marine Reserve, such as around the Miramar Peninsula. I would love to see the WCC explore this with iwi and community groups, and to find ways of giving rahui "teeth".

However, this document seems to prioritise iwi at the expense of all other Wellingtonians, including the many community groups who voluntarily dedicate so much time and effort to protecting our coast. Whoever wrote this document seems to have forgotten that the Council is democratically elected by all Wellingtonians, with a mandate to govern and manage on behalf of all.

The draft plan also gives undue primacy to Ngati Toa Rangitira, and that iwi's claim of suzerainity over the Wellington region, at the expense of Taranaki iwi. It is also disturbing to see that the historic presence of iwi such as Ngati Ira and Ngai Tara is downplayed, indeed almost ignored, in the document.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text:

This aspect of the plan is immensely disappointing in regard to dog management. I can't believe that people like myself have to keep on saying this time and time again - but WCC must prioritise protection of native wildlife, such as korora and other native birds and fur seals. This means active dog control by (1) banning dogs from areas where native wildlife, especially penguins, breed and (2) active regulation through frequent dog patrols and tough penalties for owners who disobey the rules.

I spend a lot of time on the Miramar Peninsula coast, and I routinely see dog owners flouting the rules, no matter how many council signs are in place. Signage and "education" are needed, but these things are not enough. It's time for the Council to adopt a rigorous policy on wildlife and dogs and a tough approach for enforcing it. Weak half-measures, such as those in place at the moment, and those set out in the draft plan, will only lead to more deaths of penguins and the eventual local extinction of korora on our shores.

The plan is also disappointing in relation to access to Te Kopahau Reserve. There is no good reason for 4WDs and trail bikes to be able to keep accessing the coast west of Owhiro car park; this destroys coastal habitat, threatens native birds, and makes things very unpleasant for walkers and cyclists. I think that as a general rule, such vehicles should be banned from the coast - there are plenty of other places where they can go in the Wellington region.

The plan talks about providing "fishing amenities like bait boards, bins and rod holders at popular and appropriate fishing spots" (page 27). I don't agree with this, as it will simply encourage more people to pillage our fish, crayfish and paua. I dive a lot around the Miramar peninsula, and I see the devastating impact that constant fishing pressure has on local marine species. Blue Moki, Blue Cod, crayfish and paua, for example are there, and if protected could thrive, but at present they are mostly juveniles - all the larger individuals are taken for food. The contrast with the Taputeranga Marine Reserve is stark: there, crayfish and paua are incredibly abundant, as are large schools of, for instance, Blue Moki, Blue Cod, Butterfish and so on.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text Signs telling stories should be placed in moderation; the south coast is a place where people live and work - it is not a theme park.

A point about accuracy. Aotearoa was first settled by Polynesian seafarers between 1320 and 1350 AD, so 675 - 705 years ago, not "nearly 1000 years" as the draft plan says. This may sound pedantic - what's 300 years give or take, right? - but it is not. If you can't get minor, easily checkable facts like this right, then one has to wonder about the accuracy of other, more important, facts and statements in the plan.

Similarly, the plan states that Sooty Shearwaters (Titi) have "disappeared from Wellington's coast" (page 42). This is only partly correct: there are no breeding colonies of Titi as undoubtedly there were (in abundance) before human settlement, but Titi are seen often in Raukawa Moana (Cook Strait). Check eBird or the NZ Bird Atlas (eBird) for sightings. Also page 42, Takapu (Australasian Gannet) and Pakaha (Fluttering and Hutton's Shearwater) are not "absent" from our coast, but can be seen routinely. This is not to say that such species aren't threatened, but simply to be more accurate about the extent of presence and absence.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text A lot of good measures here. I would urge you to consider reducing Massey Rd to one way, thus allowing more space for walkers, cyclists, wildlife etc. And installing traffic slowing measures along the road - too many people drive too fast on this road, one of the factors leading to deaths of korora.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text There is no good reason for 4WDs and trail bikes to be able to keep accessing the coast west of Owhiro car park - Te Kopahau reserve; this destroys coastal habitat, threatens native birds, and makes things very unpleasant for walkers and cyclists. I think that as a general, such vehicles should be banned from the coast - there are plenty of other

places where they can go in the Wellington region.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text This stretch of coast seems to be grossly neglected by WCC. So-called freedom campers, in reality vagrants, are allowed to live semi-permantly on council reserve land from at Mahanga Bay. They have dogs which threaten korora and other wildlife. Massey Rd is routinely used as a race track by hoons. I would urge the council to (1) close off and revegetate roadside reserves, (2) reduce Massey Road to one lane and perhaps close it overnight, thus protecting korora in breeding season from being killed by speeding vehicles, and (3) installing traffic slowing measures along Massey Rd, similar to those already in place on Shelly Bay Rd and Karaka Rd.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 231

Contribution ID: 36135
Member ID:
Date Submitted: Jul 07, 2025, 04:59 PM

Q1 **Name**
Short Text: Kirsten Windelov

Q2 **Suburb**
Select Box: Rongotai

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text: Important to hardwire in recognition of mana whenua in Council plans and strategies. Will help ensure consistent ongoing focus on caring for coastal reserves.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Not sure from the docs how this interacts with council approaches to freshwater - e.g. the habitats where streams come down to the coast etc. Streams and the coast are literally connected!

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I strongly support this approach but how does this work where there are significant built structures and business interests - like the airport? The seawall around the runway doesn't reflect this type of approach at all. Will the airport (part owned by Council) be required to take this approach? And councillors appear to have taken a decision to sell off some of the back dunes at Lyall Bay to the Airport. I don't support this as I think appropriate management of this land (as per this value and its pathways) is needed. If it's sold to the Airport then how can council make sure this happens? This land should be allowed to revert to dunes - as it does very quickly when left alone - not cleared for paving. I think handing this to the airport in exchange for a toilet block is too large a price to pay and very short term thinking.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Hue te Para
Lyall Bay
Rangitatau
Moa Point to Breaker Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text I strongly oppose selling the foreshore and back dunes at the east end of Lyall Bay to the airport company. These areas are important for the resilience of the beach and the land behind it. The Airport has not demonstrated an interest or ability in managing the coastal environment around it in a way that is consistent with the values in this strategy. Maintaining a seawall is not the same as this. If supported, penguins nest at the east end of the beach. Dotterels would return. The dunes cleared recently at the back of the airport retail park would be home to other dune species and help with resilience of the beach. The beach at "surfers' corner" is frequently undermined and washed out. It's short term thinking to put a toilet block and paving here . Could close this section of Lyall Parade to motor vehicles (leave it as a path for walkers and bikes) grow the dunes and re open the road behind the airport through to Moa Point.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text The plan doesn't say what will happen if the airport extends the runway. I understand that if this goes ahead it will fill in most of the bay between the runway and the end of Moa Point. This small but special area is a fragile and unique eco-system on the coast, with its awesome reef system etc. It's also beautiful and should be protected.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
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Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 232

Contribution ID: 36128
Member ID:
Date Submitted: Jul 07, 2025, 04:15 PM

Q1 **Name**

Short Text: Byron Camp

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Strongly support:
Te Kopahou Trail Network (page 63);
Te Kopahou Coastal Trail (page 64);
G4 Descending MTB Trail – "Snitch" (page 127, Action 6);
Recreational Use of Massey Road (page 127, Action 5) - closing the road to vehicles entirely or partially should also be considered

More generally, strongly support pedestrian and bicycle shared access trails all along the coastline and surfing access to coastlines, beaches and sea

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text Specifically oppose any spend on protecting small numbers of private seafront dwellings, as this is purely a wealth transfer to the city's wealthiest landowners. Do not generally oppose spend on protection for publicly owned assets

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Hue te Para
Lyall Bay
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Te Kopahou Trail Network should include expansion of cycling and mountain biking trails

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text Value of Lyall Bay area, and the surf break itself, as a surfing location should be specifically recognised

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Total or partial closure of Shelley Bay and Massey roads to vehicle traffic should be considered. Partial closure could be reducing the road to one lane with passing bays, the now vacant lane becoming a pedestrian and cycle path
I support the creation of a grade 4 descending trail from Carters Park to Shelly Bay

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support

Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 233

Contribution ID: 36096
Member ID:
Date Submitted: Jul 07, 2025, 03:05 PM

Q1 **Name**
Short Text: Joe Meech

Q2 **Suburb**
Select Box: Miramar

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: This is council land for all Wellingtonians. Why are you giving special rights to one cultural group?

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text What evidence do you have to support increased wildfire risk in Wellington?

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Te Kopahou Trail Network: I support the continued investment in the Te Kopahou trail network, as signalled through the reference to the Te Kopahou Tracks Plan. This area is a long-standing priority for the MTB community, and we welcome WCC's commitment to improving and expanding the trail system.

Te Kopahou Coastal Trail: We fully support the addition of this trail to Wellington's trail network. We would like to see it designed for both walking and biking, and to include a connection from the south coast to Karori. This would allow for loops and greater accessibility.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text 4 Carters Park MTB Trail: I support WCC's investigation of this trail to Shelly Bay and look forward to seeing it progress.

Massey Road: I do not support the idea of transforming this road into a recreation zone. it's an area well suited to light traffic and has been used as a start to many a young drivers journey to full licence.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral

A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 234

Contribution ID: 36091
Member ID:
Date Submitted: Jul 07, 2025, 03:01 PM

Q1 **Name**

Short Text: Ben Rainey

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: You are basing policy on an ideologically driven rewriting of what the treaty actually stands for.
There is no partnership and never was. Maori ceded authority to the crown. No amount of imagination can change that.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: What's is a diverse experience? What is coastal equity? You trying to inject the word of the month into a summary of your proposals.
You must think very little of the public you purport to serve.
This will further limit the ability to have dogs excersized correctly off lead. This in term will limit the options for dogs to socialize and exasperate the issue you try to prevent with your proposal. Who would have thought to formulate policy on a multi factor analysis. Obviously not the current council with your speed bumps and limited speed zones.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text Climate change? Where is the evidence for this? How much had the sea level raised since recorded history? Grow up, seriously.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Taputeranga
Southern Bays
Hue te Para
Lyall Bay
Rangitatau
Moa Point to Breaker Bay
Te Whanga Rāwhiti
Eastern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Ākautangi
Cobham Dr to Point Jerningham
Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly oppose
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 235

Contribution ID: 36074
Member ID:
Date Submitted: Jul 06, 2025, 10:00 PM

Q1 **Name**
Short Text

Q2 **Suburb**
Select Box: Brooklyn

Q3 **Email**
Email

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: Changing long standing names disadvantages the vast majority and particularly affects people with reading, comprehension and memory issues. This lowers their quality of life and creates unnecessary struggle. By all means, name the unnamed places however you want, but leave the existing names alone and reduce the harm you are causing.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**
Long Text: The WCC is in financial dire straits, these items are not essential and should be entirely discarded to focus on essential conservation and public facilities.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text The terms used here a vague and nebulous. I cannot strongly support something which is not explained in plain, direct and clear language. You have failed in your job by using gibberish, meaningless phrases like "Sustaining the coast as a storehouse" and "Strong collaborative relationships ". Be specific, clear and direct about you exact intentions.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text People are more important than places. If a sea wall is needed, build it. Use natural approaches where it does not cause financial or social harm to the residents.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. -

Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

No to changing existing names. Implement only essential conservation measures. All optional projects should be deferred until WCC is financially viable again.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 236

Contribution ID: 36073
Member ID:
Date Submitted: Jul 06, 2025, 08:49 PM

Q1 **Name**

Short Text: Michaela Manley

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Wellington City Light Horse Club

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: The club has mana whenua partnerships dating from the 1950s.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: We support the value, but have concerns about how council is achieving this. We'll bring a slideshow and some data to the oral presentation.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Major concerns over offleash dogs constantly roaming, attacking penguins, and jumping on people, and affecting many other users of this area. We'll bring a slideshow and some data to the oral presentation.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 237

Contribution ID: 36066
Member ID:
Date Submitted: Jul 05, 2025, 09:51 PM

Q1 **Name**

Short Text: Marisa S

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: I think it is very important to restore traditional names, to help preserve knowledge about the area. The coast needs care and management and ideally should stay accessible and usable by the public, this may need to be considered in treaty settlements.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: It would be great to see better walking and cycling access around the Massey Road area to connect to the existing cycle and walking paths. It creates opportunity for exercise and enjoyment of the outdoors.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text: I feel it's important that connection to the coast is preserved through planning decisions i.e. that access is protected as much as possible and not made private. Equally that buildings are not placed between paths and the coast where possible.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Improved footpaths and cycle paths here would form a great connection to those that already exist and would encourage outdoor exercise.
Beach showers make a big difference to enjoyability of sea swimming, and installation of one in shark bay for example would make this an even more appealing place to swim (especially with afternoon sun in the evenings or in strong winds).

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Don't know
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more

accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I really like the way the information in appendix B was presented and found this educational. I am supportive of those name changes outlined

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 238

Contribution ID: 36065
Member ID:
Date Submitted: Jul 05, 2025, 09:05 AM

Q1 **Name**
Short Text: Kevin

Q2 **Suburb**
Select Box: Oriental Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

I support the direction outlined in Appendix A regarding activity management in coastal reserves, particularly the intention to address concerns around recreational fishing. I believe this is an essential step to ensure that Wellington's coastal environment is protected, safe, and accessible for all users.

In particular, I strongly support the introduction of a no-fishing zone along the stretch from Oriental Bay Beach to Point Jerningham—and ideally extending further. This section of the coast has become increasingly popular as a recreational space, with a high-functioning coastal cycleway and footpath that supports walking, running, cycling, and families enjoying the waterfront. However, this is increasingly compromised by the concentration of fishing activity along this stretch.

There are frequently:
• Lines and hooks cast across shared paths,
• Loose fishing wire, sharp hooks, and other litter left behind,
• Alcohol containers and other rubbish,
• Congestion and safety risks due to people standing in the way of pedestrians and cyclists,
• And an observable lack of oversight or enforcement.

During the summer months, the number of people fishing along this area surged dramatically, and without any form of regulation or monitoring, I am concerned about the unsustainable pressure on local marine species. The cumulative effect of this unmanaged activity likely has a significant impact on coastal biodiversity.

I would like to see stronger protections introduced, including:
• A formal no-fishing zone between Oriental Bay Beach and Point Jerningham,
• Consideration of further extension of that zone along adjacent stretches,
• Signage and public education on marine conservation in urban coastal areas,
• Enforcement to ensure compliance.

This proposal would align with the management plan's intent to balance ecological protection with community access and enjoyment. I urge the Council to include this no-fishing zone in the final plan.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

I support the direction outlined in Appendix A regarding activity management in coastal reserves, particularly the intention to address concerns around recreational fishing. I believe this is an essential step to ensure that Wellington's coastal environment is protected, safe, and accessible for all users.

In particular, I strongly support the introduction of a no-fishing zone along the stretch from Oriental Bay Beach to Point Jerningham—and ideally extending further. This section of the coast has become increasingly popular as a recreational space, with a high-functioning coastal cycleway and footpath that supports walking, running, cycling, and families enjoying the waterfront. However, this is increasingly compromised by the concentration of fishing activity along this stretch.

There are frequently:
• Lines and hooks cast across shared paths,
• Loose fishing wire, sharp hooks, and other litter left behind,
• Alcohol containers and other rubbish,
• Congestion and safety risks due to people standing in the way of pedestrians and cyclists,
• And an observable lack of oversight or enforcement.

During the summer months, the number of people fishing along this area surged dramatically, and without any form of regulation or monitoring, I am concerned about the unsustainable pressure on local marine species. The cumulative effect of this unmanaged activity likely has a significant impact on coastal biodiversity.

I would like to see stronger protections introduced, including:
• A formal no-fishing zone between Oriental Bay Beach and Point Jerningham,
• Consideration of further extension of that zone along adjacent stretches,
• Signage and public education on marine conservation in urban coastal areas,
• Enforcement to ensure compliance.

This proposal would align with the management plan's intent to balance ecological protection with community access and enjoyment. I urge the Council to include this no-fishing zone in the final plan.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Don't know
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Don't know
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Please see previous comments

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 239

Contribution ID: 36064
Member ID:
Date Submitted: Jul 05, 2025, 08:36 AM

Q1 **Name**
Short Text: Paul Jones

Q2 **Suburb**
Select Box: Mount Victoria

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text The plan references the Te Kopahou Tracks Plan, which indicates that WCC still intends to invest in this network. This is a great signal of continued support for improving and expanding the trail system in this area – a long-standing priority for TW and our community.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 240

Contribution ID: 36062
Member ID:
Date Submitted: Jul 04, 2025, 07:25 PM

Q1 **Name**

Short Text: Jacob

Q2 **Suburb**

Select Box: Wadestown

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: I think 4wd access around the south coast and red rocks is very important for many people's wellbeing.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text 4wd access around the south coast to red rocks and beyond is very important to many Wellingtonians.
Not everyone is fit and able and the 4wd access makes the south coast accessible to those who are less physically capable. I personally love exploring around the bays and think limiting vehicle access would close off a huge part of our coast to many people. Less people would visit this area if it was not accessible by vehicle and I think this would be a huge shame.
Additionally I am involved in the Wellingtonn spearfishing and diving scene. I do not believe that limiting car access would help control poaching. I believe that more poaching occurs at the diving spots around breaker bay, moa point etc. as these are easily accessible by road so poachers can leave in a hurry. I think statistics of poaching numbers at red rocks may be skewed by the fact it is easier to catch them by simply setting up one check point at the car park. If catching poachers is the objective then more checkpoints should be utilized.
Finally I believe closing the gate at night to prevent people entering the 4wd track poses the danger of trapping vehicles on the track overnight. Given the nature of the sandy beaches and track it is very easy to get stuck and would be easy to miss the deadline of the overnight gate closure. This would force people to be stuck in the cold overnight which could have dangerous consequences.

In summary I think that the 4wd access to red rocks and beyond should not be restricted. I believe more monitoring by fisheries officers should be utilized to prevent poaching rather than limiting access. Fencing off sections near the track where fragile plants and animals live can be used to protect wildlife while still keeping access. Closing the gate at night creates dangers to vehicles that may get trapped on the wrong side of the gate especially on Saturday night if the gate is closed all of Sunday.
Thank you for your consideration and I look forward to enjoying the coastline for many years to come.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

4wd access around the south coast to red rocks and beyond is very important to many Wellingtonians.
Not everyone is fit and able and the 4wd access makes the south coast accessible to those who are less physically capable. I personally love exploring around the bays and think limiting vehicle access would close off a huge part of our coast to many people. Less people would visit this area if it was not accessible by vehicle and I think this would be a huge shame.
Additionally I am involved in the Wellingtonn spearfishing and diving scene. I do not believe that limiting car access would help control poaching. I believe that more poaching occurs at the diving spots around breaker bay, moa point etc. as these are easily accessible by road so poachers can leave in a hurry. I think statistics of poaching numbers at red rocks may be skewed by the fact it is easier to catch them by simply setting up one check point at the car park. If catching poachers is the objective then more checkpoints should be utilized.
Finally I believe closing the gate at night to prevent people entering the 4wd track poses the danger of trapping vehicles on the track overnight. Given the nature of the sandy beaches and track it is very easy to get stuck and would be easy to miss the deadline of the overnight gate closure. This would force people to be stuck in the cold overnight which could have dangerous consequences.

In summary I think that the 4wd access to red rocks and beyond should not be restricted. I believe more monitoring by fisheries officers should be utilized to prevent poaching rather than limiting access. Fencing off sections near the track where fragile plants and animals live can be used to protect wildlife while still keeping access. Closing the gate at night creates dangers to vehicles that may get trapped on the wrong side of the gate especially on Saturday night if the gate is closed all of Sunday.
Thank you for your consideration and I look forward to enjoying the coastline for many years to come.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 241

Contribution ID: 36061
Member ID:
Date Submitted: Jul 04, 2025, 04:50 PM

Q1 **Name**

Short Text: Frances Helen Russell

Q2 **Suburb**

Select Box: Lyall Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Maranui Surf Life Saving Club Inc

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: support the renaming of areas of significance to Maori with names that meet mana whenua approval, and gain the support of the local community.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Maranui is an integral part of the western end of Lyall Bay and has been since 1911. The continued use of this particular area as recreational for us as a Club is essential. As a voluntary organisation focused on saving lives and protecting beach users, we need our ground lease protected so we are able to educate and train our members, and also protect beach users in and around the ocean.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: Maranui has always been supportive of protection and enrichment of the coastline.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Maranui has assisted with dune restoration for many years.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text it is almost impossible to mitigate the damage caused by storms from the south. However Maranui has been able to secure its building against this for over 100 years. Not sure about wildfires!!!

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Hue te Para
Lyall Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text Very difficult to manage the ocean in this area due to changes in the structure of the Bay over many years. The airport is crucial to the functioning of our City so we must work with them to get the best result. Lyall Bay (Hue te Para) is a beautiful natural wonderland. it needs to be available to the general public for recreation and fun.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. -

Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

1. Maranui SLSC has long been seeking a review of the ground lease agreements. Revised structure of lease renewal for those of us who have significant investment in our buildings but no ongoing commitment from WCC other than 'goodwill'.
2. Maranui supports the re-naming of areas of significance to Maori. Maranui is part of this as the entire west area of Lyall Bay was originally called Maranui. Lyall Bay school was Maranui school. Lets get this name in here somewhere!

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 242

Contribution ID: 36059
Member ID:
Date Submitted: Jul 04, 2025, 07:44 AM

Q1 **Name**

Short Text: Shem Ausage

Q2 **Suburb**

Select Box: Tawa

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: We should all respect cultural values of the place and still have the chance to share it and enjoy with family.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Yes council should suppor and maintain any place that is of public interest

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: Yes council should design a sustainable management and maintenance program for such places with more cultural meaning .public support is required

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Yes do all what it says but doesn't need to stop access of the people that love the place, more strict rules and enforcement to the particular areas of concern.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text All for it

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Keep access open to both 4wd and walkers need stricter rules and enforcement

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Keep access open to both 4wd and walkers need stricter rules and enforcement

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Council can still execute a plan that will work for all, don't kill the fun for adventurous people

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 243

Contribution ID: 36058
Member ID:
Date Submitted: Jul 03, 2025, 10:54 PM

Q1 **Name**

Short Text: Jennie Henton

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Iwi cultural heritage is an important part of this area

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Wellington's coast is important for recreation, wellbeing, connection to nature, and education of the marine environment. The role the Bait House team has played in educating people about the marine environment is outstanding. As a result we are seeing more and more dolphins, fish, and birds returning.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: The Bait House team has been sharing stories of the coastal marine life since they opened. I wish they could have resources to develop their site and include coastal environment education as well.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text All really important for protecting biodiversity.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Yes encouraging natural protection like kelp beds is the preferred way. Can we extend the marine reserve?

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text We have an amazing marine reserve and numbers of fish, dolphins and birds are increasing every year in the bay. As well there is a dedicated team of people at the Bait House here who educate the public on the ocean environment. Like Zealandia people come to the Bait House to get close to nature and learn about the environment. It is spectacular when a large pod of dolphins come into the bay. I would like to see the Bait House developed further so it becomes the education hub for the south coast marine environment.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more

accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

If your review of at-risk buildings includes the Bait House could you please ensure it is relocated so marine education continues here in the bay.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 244

Contribution ID: 36057
Member ID: 13000
Date Submitted: Jul 03, 2025, 10:52 PM

Q1 **Name**

Short Text: Robin Hollander

Q2 **Suburb**

Select Box: Karaka Bays

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 245

Contribution ID: 36056
Member ID:
Date Submitted: Jul 03, 2025, 09:09 PM

Q1 **Name**
Short Text: Ian McSherry

Q2 **Suburb**
Select Box: Hataitai

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 246

Contribution ID: 36055
Member ID:
Date Submitted: Jul 03, 2025, 07:12 PM

Q1 **Name**

Short Text: Ronnie Reading

Q2 **Suburb**

Select Box: Maupuia

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 247

Contribution ID: 36052
Member ID:
Date Submitted: Jul 03, 2025, 05:34 PM

Q1 **Name**
Short Text: Stuart

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 248

Contribution ID: 36051
Member ID:
Date Submitted: Jul 03, 2025, 04:48 PM

Q1 **Name**

Short Text: Jordan Stephenson

Q2 **Suburb**

Select Box: Oriental Bay

Q3 **Email**

Email:

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: I like the balance between heritage and the future, the blending of the two is perfect.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: This must be kept and improved, recreation is the reason for being and improves wellbeing.

Do all you can to support recreation, wellbeing and activities.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text We need to respect the biodiversity of the region and support animals to return and thrive

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Rāngai o Onemutu
Oriental Bay
Hue te Para
Lyall Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text Enhance the facilities and attractions to Lyall bay, make it easier for businesses to thrive and communities to access the natural resources

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text Oriental bay is lovely but needs a little tlc here and there. It's great to see the retunda coming back to life but there needs to be more support of businesses through increased number of loading bays.

In addition to this an extension of the beach beyond the pavillion could be beneficial up to the first or second breaker.

More information points regarding wildlife and efforts to support wildlife would be nice to increase awareness and community support. Entice more community events to occur right down the promenade front such as a food market or eco/biodiversity events.

I really enjoy the lighting in the trees however two in the middle don't have any lights on and so if these could be replaced that would help tidy up the area.

I also hope the swim platforms return following winter

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 249

Contribution ID: 36049
Member ID:
Date Submitted: Jul 03, 2025, 02:35 PM

Q1 **Name**
Short Text: Fiona Martin

Q2 **Suburb**
Select Box: Brooklyn

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: Support multi-types of recreation without tar sealing rugged, exposed areas. The tough environment makes it beautiful.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text I strongly support placing nature at the heart of decision-making.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text VEHICLES: I recreate Te Kopahau and enjoy it's remoteness and feeling of wilderness and knowing kiwi are in that area is amazing. When I run down to the beach, I am suddenly having to avoid vehicles splashing through puddles beside me. I saw a car veer off the formed track onto the beach and a flock of birds had to take flight in a hurry. I do not enjoy the vehicles when I am in the wilderness. I feel very unsafe at night there. (Female). Better vehicle management is required.
PAUA POACHERS: I often come across piles of small paua shells. More needs to be done to control paua poachers.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. -

Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Ka pai on such a large piece of work. Definitely have the right priorities putting nature first.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 250

Contribution ID: 36048
Member ID:
Date Submitted: Jul 03, 2025, 11:26 AM

Q1 **Name**

Short Text: Rob Lee

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text: Fully respect the values and the pathways, but the process associated with it takes far too long... and I'm speaking from experience.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Strongly support this, as long as it is managed properly.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text It seems to me that the values and pathways are, at times, at odds with each other. How can freedom camping be balanced against protecting ecosystems. Sometimes in trying to be everything for everyone, nothing actually happens because progress or change is frozen by the competing demands and expectations.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 251

Contribution ID: 36047
Member ID:
Date Submitted: Jul 03, 2025, 11:23 AM

Q1 **Name**
Short Text: Paul Gardiner

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text: There is little prescence of mana whenua in these coastal areas depsite strong historical connection. Raising awareness of the deep cultural significance of these areas for iwi is supported.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: The coast in Wellington is our shared natural heritage. Supporting full access for the greatest number (including those most vulnerable, i.e. limit 4X4s) and use is encouraged.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text: Protection of the landscape values of the coast is strongly supported

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text The city is for people as well. We shouldn't value nature above the wellbeing of people in areas that people live.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text A walkway connecting Red Rocks to Makara would be an amazing asset for the city.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 252

Contribution ID: 36045
Member ID:
Date Submitted: Jul 03, 2025, 09:53 AM

Q1 **Name**

Short Text: Craig Stevens

Q2 **Suburb**

Select Box: Strathmore Park

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Fundamental need for any significant activity in Aotearoa New Zealand

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: These all seem like positive ways to connect society with the moana. Good to give a profile to accessibility and equity.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text: This is good underpinning perspective I reduced from strongly to somewhat as I think if other components are done well this theme will emerge too.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Valuing and enabling the ecosystem services will benefit everyone and thing.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text In an environment like Te Whanganui a Tara we don't get a choice - we have to work with nature. We will fail it we seek to work against it. Similarly, ignoring climate emergency driven impacts is not an option as they are/will happen.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text The great work with the cycle/walking path provides a unique vibe to this and this can be expanded to connect the people to the moana. Defocusing car-parking and emphasizing public space accessed by future facing transport.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
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Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
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and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 253

Contribution ID: 36044
Member ID: 2288
Date Submitted: Jul 02, 2025, 08:30 PM

Q1 **Name**
Short Text: DAGMAWI SHENKUTE

Q2 **Suburb**
Select Box:

Q3 **Email**
Email:

Q4 **I am making this submission:**
Multi Choice:

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text: As I know from my experience, in order to protect once country whether its natural resource, cultural value, the life of people in terms of daily routine, and others shall be governed by at least some of the situations stated under value supported through the three pathways.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: All the above mentioned pathways under section value 2 access to the coast for recreation and enjoyment, I strongly support with respect to architecture and urban space in relation with environment and sustainability. Therefore, if it implemented completely I hope good for human interactions between animals and nature as well as simplicity for the development of infrastructure.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text: In fact, as an architect all the three stated under value 3 enduring connection to the landscape are crucial aspects and also inputs for design components. However, as I've some of reading pdf documents and videos getting from your emails that I downloaded, I don't think that there are barriers in the surrounding of these sections. Somehow possible to redevelop in terms of design to gain an improvement.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text In short doing the above all under section value 4 protection and restoration of coastal ecosystems preserves historic value which means becoming enrich in architectural assets.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Truly we can protect the landscape and ensures sustainability.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Rangitatau
Moa Point to Breaker Bay
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Knowing some route give us the status and direction of the capital city's roadmap a little bit.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text Just to know the heartbeat of the local areas.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Somehow for the determination of their connection and relationships.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
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Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Enough.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 254

Contribution ID: 36042
Member ID:
Date Submitted: Jul 02, 2025, 10:20 AM

Q1 **Name**

Short Text: Eleanor Harkness

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: It is vital decisions made regarding the future of our environment are made with the manu whenua.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: I do not support freedom camping on our coastline - I think those who wish to camp should do so in managed camping areas such as those provided in Evans Bay. I do not think the economic value the freedom campers bring to Wellington City outways the cost of providing facilities and the cleaning up of the areas used for such camping activities.

I would like more information regarding the provision of "opportunities for dog recreation" before deciding if I support this plank of the draft plan. The impression I have is that dog owners are currently well catered for in terms of the places they can exercise their dogs within Wellington City and its environs. I would not support increasing the amount of land given over to dog exercising areas on the coast. I support the protection of coastal wildlife and to this end would prefer it if dogs were only exercised on leash on our beaches.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text We should honour the cultural heritage of our coastlines in line with working with manu whenua.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text I am unclear if the proposal to remove or repurpose the Bait House at Island Bay falls within this category. I am a supporter of the Bait House as an educational facility. I do not want WCC to remove this facility from the use of residents and visitors of Wellington.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text Environmental change has to be planned for as we are experiencing changes every year.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Proposal to remove or repurpose the Island Bay Marine Education Centre (formerly known as the Bait House) at Island Bay:

This proposal is gravely concerning and deeply upsetting to many in our community. The Bait House is not merely a structure; it is a treasured heritage site, a hub for marine education, and a beacon of community spirit. Since 2004, this once-derelict site has been lovingly restored and maintained by volunteers, who turned it into a place where people of all ages and walks of life can learn about the precious marine environment of Island Bay.

The historical significance of the Bait House cannot be overstated. It was built in the post-war era by local tradesmen and returned servicemen. Stories like those of Bruce Askew, an apprentice carpenter involved in the original construction, form a precious oral history. These accounts highlight the importance of the building in the development of Island Bay's fishing culture and the wider community.

I understand the need to plan for coastal hazards and earthquake safety, but I urge the Council to consider strengthening and preserving the Bait House rather than removing it. Its cultural and educational value far outweighs the cost of repurposing or demolition.

I ask the Council to:
1. Acknowledge the historical and cultural significance of the Bait House.
2. Commit to retaining and strengthening the building for future generations.
3. Support continued community-led education and conservation efforts on site.
We believe the Bait House is aligned with the core values of Wellington's identity: resilience, sustainability, community, and heritage. Removing it would be a loss not only to Island Bay, but to the city's collective memory and marine future.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
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Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
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Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I do not think the draft plan is written in a way to be accessible to all. It would benefit from being written in plainer English. I think some WCC documents are not easy for the average person to understand.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 255

Contribution ID: 36040
Member ID:
Date Submitted: Jul 01, 2025, 11:46 PM

Q1 **Name**
Short Text: Toby Hooper

Q2 **Suburb**
Select Box: Newtown

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: i object to changing place names unless there will be multi national language signage

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text: Freedom Camping needs better management. and facilities. Red rocks carpark has no safe drinking water.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Growing up in Island bay we sore penguins on the beach along with rats and stoats over many years. it is important to remain focused on wildlife recovery.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text i am concerned that red rocks may be closed of to 4wd and or motorised access.
Red rocks is currently one or two places open to public for recreational motorized access. And Odins Road off of Akatarawa Road. there is currently no other places we can go without being in a 4wd club. $wd clubs can mean more expensive. for some households.
Akatarawa forest is under a managed access plan for 4wds. to get 4wd access you ether join a 4wd club for the day trip or for the year. you simply cant go for a. drive on a thursday afternoon.
Motorbikes can but not 4wd's. If 4wds are locked out of red rocks then that will putt a lot more pressure on Odlins road. Odlins road is not a novus playground and there has been alot of 4wds slid off the tracks. it is very steep hill county and you need to know what you are doing or you may find in alot of trouble quickly. with a long walk out for cell service to call for help.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including

closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Where can i find more info regarding managed access to red rocks for 4wds

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 256

Contribution ID: 36039
Member ID:
Date Submitted: Jul 01, 2025, 06:56 PM

Q1 **Name**

Short Text: Sheila Hart

Q2 **Suburb**

Select Box: Southgate

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays
Te Rāngai o Onemutu
Oriental Bay
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Amenities on Island Bay Beach - better toilets and a shower would be great.
Pedestrian crossing between park and beach (I know not the scope of this!!)

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Improved pedestrian access would be great in this area

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text The cycleway around the coast is amazing and I cannot wait for it to be finished

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support

water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text The draft plan is very comprehensive and clearly laid out making it easy to read and understand.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 257

Contribution ID: 36038
Member ID:
Date Submitted: Jul 01, 2025, 05:13 PM

Q1 **Name**
Short Text: Tony O'Halloran

Q2 **Suburb**
Select Box: Owhiro Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text: The more, the better. Love it

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: All of the bits that I've seen, I love. Especially the widening of footpaths and providing safe bicycle access. Great!

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text This is great, the south coast, especially out towards Red Rocks needs a bit of love

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Looks great. The only thing I was slightly dissapointed by, but probably wasn't in the scope of this plan (?) was the cleaning up of Owhiro stream. The fact that it regularly pollutes the bay, making people and no doubt animals and fish sick in a residential area isn't great. I understand some of the complexities of doing this, but it would be amazing to see an improvement

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 258

Contribution ID: 36036
Member ID:
Date Submitted: Jul 01, 2025, 12:10 PM

Q1 **Name**

Short Text: Clarke Boswell

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text The boat shed in Island Bay is an iconic, heritage building which in no world should be demolished. If Wellington City Council feels they have the right to remove the "fishing" heritage of the many Italian, Greeks, Maori and more historical residents of Island Bay, they should consider standing down from their position.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Keep the bait shed in Island Bay.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 259

Contribution ID: 36035
Member ID:
Date Submitted: Jul 01, 2025, 10:53 AM

Q1 **Name**

Short Text: Melanie Bromley

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: I support the value strongly - but I do not support item 10- of the Taputeranga action table: "Review options for removal or repurposing of the bait house in the context of coastal hazard issues, earthquake strengthening requirements, and lease renewal." I consider the Bait House to be an iconic building in Island Bay, and the Marine Education Centre do wonderful work from the location. I would definitely not want to see it removed or repurposed!

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text I support the value strongly - but I do not support item 10- of the Taputeranga action table: "Review options for removal or repurposing of the bait house in the context of coastal hazard issues, earthquake strengthening requirements, and lease renewal." I consider the Bait House to be an iconic building in Island Bay, and the Marine Education Centre do wonderful work from the location. I would definitely not want to see it removed or repurposed.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I do not support item 10- of the Taputeranga action table: "Review options for removal or repurposing of the bait house in the context of coastal hazard issues, earthquake strengthening requirements, and lease renewal." I consider the Bait House to be an iconic building in Island Bay, and the Marine Education Centre do wonderful work from the location. I would definitely not want to see the Bait House removed or repurposed!

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
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closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 260

Contribution ID: 36032
Member ID:
Date Submitted: Jun 30, 2025, 10:35 PM

Q1 **Name**

Short Text: Dany Hovinga

Q2 **Suburb**

Select Box: Northland

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text Our world changes and will continue to do so long after us human are gone, but recent the changes to our environment causing rising sea levels and changing storms are our own doing, these aren't natural and should be considered outside what is normal and we should actively mitigate these with manmade solutions opposed to letting nature takes it course.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I have enjoyed the bait house and its educational purposes for many years now and it would be of great loss to our tamariki's understanding and appreciation of SeaLife and our current and historical connections with it. I also hope, as it has for myself, lead to the current and future protection of our precious sea ecosystems though that understanding and appreciation. It was a missed opportunity a few years ago to increase this buildings size to create something amazing for education I have seen and experienced overseas. Bottom line being you cannot help something if you know nothing about it, the solution might not be perfect but it's much better than nothing.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Once again, it would be good to break down this survey some more. The draft proposal is 157 pages long and provides some great detail as a parent of three kids it's going to take me a few evenings to read it all to provide all the feedback I have. Yes, I am also using Microsoft Copilot to help me out.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 261

Contribution ID: 36029
Member ID:
Date Submitted: Jun 30, 2025, 09:24 AM

Q1 **Name**

Short Text: Cameron Rogers

Q2 **Suburb**

Select Box: Wadestown

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: Submission on Value 1 – Mana Whenua

No formal co-governance
I do not support establishing a Coastal Governance Group with iwi seats. Three high-profile iwi-led/co-governance initiatives have demonstrably failed, highlighting risks of embedding a formal co-governance tier:

Te Waihora (Lake Ellesmere) Fisheries: Despite quota rights and governance structures, Ngāi Tahu fishers were unable to reverse declining eel stocks due to internal fragmentation and weak enforcement, rendering the scheme commercially unviable by 2018 .

Mimiwhangata Marine Reserve: Hapū withdrew from the partnership when DOC retained final veto over regulations, showing that nominal co-governance without real power-sharing stalls conservation indefinitely .

Canterbury Water Zone Committees: Strong iwi representation and lengthy hui led to gridlock, delaying water-quality improvements until central government intervention; clear decision pathways were absent .

No guaranteed iwi-led funding
Council budgets are already under extreme pressure, making multi-year funding pledges to iwi programmes irresponsible:

Wellington City rates hike: The 2024/25 Long-Term Plan imposed a 16.9 % average rates rise to cover seismic strengthening and water infrastructure .

Nationwide infrastructure deficit: Over 80 % of councils plan double-digit rates rises in 2025/26 to address a NZ $52 b shortfall; Wellington expects rates doubling within a decade .

WCC debt escalation: Post-Kaikōura building-code upgrades have pushed WCC debt toward $1 b, squeezing funds for core services .

Unclear rationale for iwi-led mātauranga
I do not understand why traditional knowledge must be led by iwi rather than delivered through existing environmental science partnerships. Past mātauranga-driven projects have under-performed (see fisheries, marine reserve and water-zone examples above), suggesting cultural leadership alone doesn't guarantee better ecological or social outcomes.

Support limited bilingual signage
I have no objection to restoring te reo place-names and cultural narratives—but this should be delivered cost-effectively.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text Revised Submission on Value 2 – Whai Wāhi (Access & Recreation)

Universal access improvements – Supported
Installing beach wheelchairs, accessible matting, ramps and boardwalk upgrades has proven to dramatically increase inclusion and visitation. In Aotearoa, Sport NZ case studies show that purpose-built beach access infrastructure doubled participation rates among people with mobility impairments and reduced safety incidents by 60 % .

Enhanced water-based recreation – Qualified support
National boating data indicate that kayak usage has remained stable at 32 % of all recreational vessels since 2019, suggesting existing launch points and jetties adequately meet current demand . Targeted maintenance of these facilities, rather than wholesale expansion, will ensure cost-effective service for swimmers, kayakers and divers.

Freedom camping & facilities – Supported
Designated freedom-camping zones with toilets, bins and greywater disposal have reduced unmanaged site impacts by 45 % in Otago and Southland, improving both environmental outcomes and camper satisfaction .

Dog-management zoning – Not supported
I oppose dog-prohibited areas on coastal reserves. Studies show that mixed-use beaches with responsible dog-owner education and clear signage can protect wildlife without exclusion: in Otago, a community-led "dog welcome" programme maintained kororā chick survival rates above 80 % through owner engagement rather than bans .

Great Harbour Way integration – Not supported
Major cycle-trail investment in New Zealand has proven that branding and new route development can divert up to 40 % of transport budgets from core maintenance and safety upgrades. Central government cuts cycling and walking funding by $230 m in 2023 to cover pressing roading repairs illustrate the risk of over-prioritising branded routes

Cycle-tourism infrastructure – Deferred priority
An Infrastructure NZ review found that prioritising marquee cycle-tourism amenities often leads to a 25 % increase in deferred maintenance backlogs on adjacent local roads. Redirecting funds to core coastal-track erosion control and safety measures delivers significantly higher public-value return per dollar spent .

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text Submission on Value 3 – Hononga Taiao (Cultural Connection)

Oppose large-scale interpretive signage projects
Extensive physical signage often fails to engage visitors and delivers poor value for money. A study of 129 interpretive panels across 11 US national parks found that heavy use of jargon and complex text left over half of visitors unable to comprehend key messages . At Seattle's Discovery Park, inconsistent kiosk design and messaging confused visitors and undermined educational goals, prompting park managers to overhaul the entire system at significant cost.

Limit digital-interpretation tools & apps
Digital platforms added for storytelling can distract more than they inform. The ACCC's recent commissioned report on digital transitions warns that poorly integrated apps fragment visitor focus and require continual, expensive updates—often with low user uptake outside initial novelty phases.

Question the efficacy of iwi-led narrative control
Even DOC's own Interpretation Handbook acknowledges "quality of endeavours varies" and calls for "ongoing commitment" to maintain professional, accurate storytelling—implying frequent project overruns and variable outcomes. Embedding mātauranga Māori without clear performance metrics risks handing budget to initiatives that may never deliver consistent educational or conservation results.

Recommend a low-cost, user-driven model
Rather than bespoke signage or apps, adopt a capped-budget approach: install up to 15 simple interpretive panels with QR-codes linking to a GIS portal for optional, on-demand stories. This delivers cultural narratives cost-effectively, lets users choose their level of engagement, and avoids the risks seen in large-scale signage and digital-tool rollouts.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text Submission on Value 4 – Tiaki Taiao (Ecosystem Stewardship)

Targeted Ecosystem Restoration – Supported
Active planting of indigenous dune and shore species (pīngao, spinifex, sand tussock) must remain a top priority. Over ten years at Island Bay, volunteers established over 20,000 native plants, producing self-sustaining foredune systems and halving shoreline erosion rates

Wildlife Recovery – Supported
Intensive predator control around key breeding habitats delivers dramatic results. Since fencing in 2000, Zealandia has reintroduced 23 rare species—including kororā and pāteke—and expanded their populations beyond sanctuary walls, underscoring the value of well-resourced recovery programmes

Controlling Invasive Species – Supported
Rat, stoat and possum eradication is proven to boost native wildlife. In DOC aerial possum operations, by-kill of rats regularly achieves ~90 % reduction, directly benefiting seabird and shore-bird breeding success when timed to breeding windows

Remediating & Mitigating Infrastructure Impacts – Supported
Where hard structures encroach on coastal processes, removal or reconfiguration is essential. Matiu/Somes Island's decommissioning of quarantine infrastructure enabled 30 years of native-forest and dune-system regeneration, transforming a former transport hub into a self-renewing ecological reserve

Enhancing Litter Management – Supported, oppose "smart" bins
Community-led bin placement and beach-clean stations cut debris by over 35 % on North Island beaches through Sustainable Coastlines' Litter Intelligence data-driven approach .Conversely, Marlborough's two-year "smart" bin trial was abandoned due to low usage and high maintenance costs, illustrating the risk of high-tech solutions with marginal uptake

Strong Collaborative Relationships – Not supported
Multi-agency "Coastal Coordination Groups" risk replicating the delays and complexity of Canterbury's Zone Committees, where prolonged hui and split mandates stalled enforceable water-quality rules for years . I reject governance models that impose separate rules for mana whenua versus other stakeholders—decision-making must be streamlined and equitable.

Sustaining the Coast as a Storehouse – Supported, oppose dark-sky initiatives
Transparent, real-time monitoring via Greater Wellington's Environmental Data Dashboard provides crucial indicators—water quality, erosion rates, biodiversity counts—without burdensome reporting. In contrast, Fiordland's Dark Sky Park proposal has languished in planning for years with no confirmed tourism or conservation benefits, demonstrating the high cost and uncertain returns of dark-sky projects

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text Submission on Value 5 – Taiao Tuatahi (Nature-First Resilience)

Flexible, development-friendly planning
I oppose onerous new coastal rules that render region-wide development unfeasible. Instead, Council must adopt Dynamic Adaptive Pathways Planning (DAPP) with clear thresholds and real-time monitoring. The High Court's decision in Coastal Ratepayers Union v Kāpiti Coast District Council (Feb 2025) found over-zealous hazard mapping was blocking consenting and stalling growth . New Zealand DAPP pilots have demonstrated how trigger-based

planning prevents maladaptive lock-ins and allows staged, responsive investments in coastal protection .

Pragmatic, site-appropriate defenses
Nature-based solutions should be used where landward buffers permit—but man-made defences must be available elsewhere. Hawke's Bay's Clifton–Tangoio Coastal Hazards Strategy 2120 shows purely living shore approaches can fail in tight urban corridors . In those locations, NZ-led innovations—like Whitianga Marina's curved breakwater and Tauranga's intertidal "living seawall"—provide proven resilience and amenity benefits far beyond basic seawalls . Managed retreat should be a last resort, applied only where site conditions genuinely allow (as Matatā's costly, delayed retreat demonstrated) .

Streamlined governance & accountability
Complex multi-agency "coordination groups" risk overreach, unclear jurisdictions and runaway costs. Major NZ infrastructure reforms (Transmission Gully, Three Waters) regularly double initial budgets when mandates overlap . Instead, Council should bind itself to a light-touch governance model with defined roles—and leverage existing tools like Greater Wellington's Environmental Data Dashboard for transparent, cost-effective ongoing monitoring and reporting .

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Revised Submission on Sector 1 – Te Kopahou Coast (Pariwhero / Red Rocks 4WD Access)

Reject Permit Fees & Permissions
Introducing permits for 4WD access will deter genuine users and set a costly precedent. When DOC proposed concession fees on Ninety Mile Beach (Te Oneroa a Tohe) in 2021, strong community opposition forced its withdrawal—locals rightly saw unfettered beach driving as part of regional identity, not a revenue stream .

Decline Broad Seasonal or Time-Based Bans
Blanket closures fracture access and impact local operators. Kaikōura's SH1 post-quake model uses real-time, incident-specific closures—only when hazards are present—and reopens promptly once safe . Te Kopahou should adopt the same agile approach, not enforce sweeping weekend or seasonal lockdowns.

Endorse Minimal-Intervention Track Maintenance
Let nature reclaim sections, with targeted slip-clears by skilled volunteers. Stewart Island's Ranger Conservation Corps clear storm debris without full regrading, preserving both access and ecological integrity . A similar volunteer-led maintenance cadre at Red Rocks would be efficient and low-impact.

Establish a User-Funded Stewardship Collective
Mirror the Friends of Abel Tasman: a volunteer group funded through donations and small event fees, empowered to coordinate track clearing, litter clean-ups and hazard reporting under a simple DOC concession . This model keeps overheads minimal, delivers rapid response and fosters community ownership—without council permits.

Implement Trust-Based Monitoring, Not Gate Enforcement
Replace physical closures with a user-reporting portal. Hawke's Bay's TANK catchment group uses an online system for farmers and residents to flag erosion and hazards in real time—guiding targeted interventions with high compliance and minimal bureaucracy . Pariwhero 4WDers should be treated as guardians, not regulated suspects.

These measures balance unrestricted access with practical environmental safeguards, leveraging proven NZ community models rather than introducing onerous fees, broad bans or heavy-handed enforcement. Te Kopahou's 4WD route must remain open, safe and community-driven.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Appendix A – Rules for Use and Development in Parks and Reserves

Allowed (e.g. walking, informal recreation, self-contained freedom camping)
My view: Fully support. These low-impact uses shouldn't incur permits or fees

Managed (e.g. non-commercial events >50 people, community volunteering, drone flights under CAA rules)
My view: Only minimal, event-specific management is acceptable. I oppose broad Managed-use permit regimes (e.g. 4WD access permits) that create red tape

Restricted (e.g. new structures, leases for club facilities, large commercial operations)
My view: Agree that genuinely high-impact developments need case-by-case assessment—but urge Council to prioritise existing uses and only impose restrictions where clear environmental harm is demonstrated

Prohibited (e.g. new private buildings, open fires, firearms, mining)
My view: Broadly sensible. I support prohibiting activities that clearly damage ecological, cultural or recreational values

Overall on Appendix A:
I back a light-touch, values-based approach that protects ko ngā taonga while preserving everyday access. The Council must resist expanding Managed/Restricted categories in ways that burden users and stall community activities.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 262

Contribution ID: 36027
Member ID:
Date Submitted: Jun 29, 2025, 10:06 PM

Q1 **Name**

Short Text: Sharon

Q2 **Suburb**

Select Box: Churton Park

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 263

Contribution ID: 36026
Member ID:
Date Submitted: Jun 29, 2025, 09:15 PM

Q1 **Name**

Short Text: Mark Dannatt

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text: it would be good for mana whenua to assist in monitoring fishing to manage sea-life sustainment, limiting potential vandalism. Signage to show cultural relavance.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: maintain access for all responsible users. is there a way to identify those who abuse this resource?
or access by permit for motorised vehicles? (with better gates to limit motocycles)
what is the actual pedestrian usage (people per day (by day) ?
what is the actual complaint volume / proportion? (and to what vehicle type)

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text: ensure all human settlement is described in balance.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text balance so people can access and enjoy with maintaining nature. if access is reduced, people may lose connection to the coast.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text keep access open in mind to maintain connection to the coast.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
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Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat oppose
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Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 264

Contribution ID: 36024
Member ID:
Date Submitted: Jun 29, 2025, 06:30 PM

Q1 **Name**

Short Text: Kiram

Q2 **Suburb**

Select Box: Wellington Central

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Te Kopahou & coastal route
Hue te Para
Lyall Bay
Taputeranga
Southern Bays
Rangitatau
Moa Point to Breaker Bay
Te Whanga Rāwhiti
Eastern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

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Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

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Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose

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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 265

Contribution ID: 36021
Member ID:
Date Submitted: Jun 29, 2025, 01:42 PM

Q1 **Name**
Short Text: Marissa Oliver

Q2 **Suburb**
Select Box: Thorndon

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Such an important area for our kororā and it's important volunteers can safely access nest boxes for monitoring in all seasons.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 266

Contribution ID: 36020
Member ID:
Date Submitted: Jun 29, 2025, 11:03 AM

Q1 **Name**

Short Text: Madison Whitehead

Q2 **Suburb**

Select Box: Wellington Central

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 267

Contribution ID: 36018
Member ID:
Date Submitted: Jun 29, 2025, 09:32 AM

Q1 **Name**

Short Text: Will Sklenars

Q2 **Suburb**

Select Box: Roseneath

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: Divers get a lot of value out of being able to access the Te Kopahou coastal route.
I dive there often.
Continued motor vehicle access to this track is very important to me and my community.

Also, sometimes we are driving back from a dive after dark so it is important to be able to reenter the red rocks car park in the evening.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Divers get a lot of value out of being able to access the Te Kopahou coastal route.
I dive there often.
Continued motor vehicle access to this track is very important to me and my community.

Also, sometimes we are driving back from a dive after dark so it is important to be able to reenter the red rocks car park in the evening.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 268

Contribution ID: 36017
Member ID:
Date Submitted: Jun 29, 2025, 01:13 AM

Q1 **Name**

Short Text: Chris Gianos

Q2 **Suburb**

Select Box: Khandallah

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I oppose any additional restrictions for vehicles or 4wd vehicles

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 269

Contribution ID: 36016
Member ID:
Date Submitted: Jun 28, 2025, 11:39 PM

Q1 **Name**
Short Text: Sam Bennett

Q2 **Suburb**
Select Box: Churton Park

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text: I believe this partnership is important

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: I strongly support his particularly when it comes to off road driving, which I very much would like the current access to be retained

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text: The coast is an integral part of our city, it makes it special and its coastal cultural heritage is important part of this

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text I am in strong support of coastal wildlife protection. Wildlife is an important part of our coast.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I completely agree with th approach of working with nature rather than against it

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Te Kopahou coast and coastal route

Vehicle access is really required to get far around the beautiful Te Kopahou coast due to the distance. Past Devil's Gate you see limited non-vehicle users, because of this distance.

Vehicle access is already closed on Sundays, I oppose this being extended to public holidays. Access on public holidays allows taking 4wd trips to visit red rocks, the seals, further around to by Karori light etc with family and friends when not required to work. As a member of a 4wd club public holidays are a time when people are able to go on trips as don't have to work, closing access on public holidays will very much hinder meeting and enjoying the coast together

I oppose night time gate closures to vehicles. The coast is a location close to the city shielded from much of the city light. Dark skys (especially if drive around the coast away from the lights of the Te Kopahou carpark / freedom camping park) allow beautiful views of the Milky Way and a chance to see the Southern Lights / Aurora Australis if you are lucky! Night time gate closures will prevent enjoying these dark skys, and astro photography, around the coast away from city lights (and lights of the Te Kopahou carpark)

I oppose a permit system for 4WD access Te Kopahou coast and coastal route, this will hinder free easy access for people to enjoy the coast. Significantly less people will enjoy the special area

I have cherished memories of being taken on 4wd trips around the Te Kopahou coast and coastal route as a child by my Grandfather, and I have taken my kids around the coast many times to see the seals and coastal views. I will be deeply saddened if restrictions to 4wd access in the future prevent taking my Grandchildren out to enjoy around the beautiful Te Kopahou coast and coastal route

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 270

Contribution ID: 36014
Member ID:
Date Submitted: Jun 28, 2025, 08:39 PM

Q1 **Name**

Short Text: Bart Blithe

Q2 **Suburb**

Select Box: Tawa

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: 4x4 and motorised vehicle access should not be limited or changed. How it is now works fine. No to permits or any access restrictions

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: No change to current access is needed

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text Global warming and rising sea levels isn't a proven science. Due to the rock outcrop "gate" only 4x4 vehicles can get around, which limits vehicle access and damage.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays
Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Leave access for vehicle as it currently is

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Leave access for vehicles how it currently is

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 271

Contribution ID: 36012
Member ID:
Date Submitted: Jun 28, 2025, 07:08 PM

Q1 **Name**
Short Text: Luke Taylor

Q2 **Suburb**
Select Box: Newlands

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 272

Contribution ID: 36011
Member ID:
Date Submitted: Jun 28, 2025, 07:05 PM

Q1 **Name**

Short Text: Andrew Boulton

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: The coast line is for everyone and not just iwi. Excluding non-iwi is a racist and non-inclusive approach

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat oppose
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 273

Contribution ID: 36010
Member ID:
Date Submitted: Jun 28, 2025, 06:59 PM

Q1 **Name**
Short Text: Craig

Q2 **Suburb**
Select Box: Newlands

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Te Rāngai o Onemutu
Oriental Bay
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways,

and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 274

Contribution ID: 36009
Member ID:
Date Submitted: Jun 28, 2025, 05:42 PM

Q1 **Name**

Short Text: Grant Honey

Q2 **Suburb**

Select Box: Wellington Central

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: All Wellingtonians have enduring responsibilities for the protection of the coastline and adjoining areas and Māori should not be given significance over others.I am born in NZ and regard myself as Tangata Whenua and do my share to contribute to the protection of this important area for all Wellingtonians.Change of guardianship by stealth should not happen even under the guise of mana Whenua or miss use of treaty claims this Māori bull shit needs to stop we are all here to look after the Whenua and respect what we have

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: All these are currently available and divesting access rights by having Māori control access at a cost to users and at times unsuitable for vehicles being restricted is not acceptable.Equity for all is the current situation and access ability should be ensured by council not hamstrung by your current proposal in conjunction with Maori-

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: Coastal character has been the result of Mother Nature and not design and this should continue naturally.Storytelling could be enhanced with a new interactive visitor centre at the gateway not with mana Whenua Controlled access.As I was born in Wellington it is apart of my heritage the same as any Wellingtonian and supposed

cultural heritage should not take precedence over the management or access to the whenua

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text As a member of the Akatarawa 4x4club I do my part to maintain coastal environment and the kiwi and predator program a greater push to involve the wider community is what is needed including planting on a large scale.As a free diver I collect kai along the coast and monitor others and remind people of their responsibilities to ensure the environment is protected.Any restrictions or costs imposed are not welcomed and if Māori are given stewardship over this area they will strip away the pantry and deny access to all except for themselves and this cannot be tolerated

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text As mentioned community planting of appropriate plants will negate effects on the environment.Council free access needs to be continued and the track maintained for all types of public access including 4x4 and should not be levelled a charge or have restrictions via timings or costs placed upon it and that includes changes in management to Māori by stealth

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Red Rocks and the South Coast
This is public taonga for all Wellingtonians to access freely and safely to enjoy and to stealthily change the guardianship of this to Māori under the guise of treaty claims is bullshit and should not happen I do my part in protecting the area and it's value to me as a Wellingtonian born and bred and no group has anymore rights than another.It is my right as Tangata Whenua to access the area for kai responsibly and if Māori are given stewardship over the area the pantry will be stripped bare and unless you are part of the click you will be denied.It has been shown on many occasions Māori have abused the pantry and all pay the price.The council has been given the responsibility by the community for the community to maintain access free to all for the benefit of all and this should be maintained not changed due to woke politics and policies to benefit any one group

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

A new visitor centre at Red Rock gate entrance with interactive storytelling abilities for the public we don't need or want Māori control over the area in any guise whatsoever
and continued free access for all with no change to 4x4 access.Greater planting of appropriate plants to negate possible fire issues and strengthen the environment generally with greater public involvement to ensure community engagement and protection

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 275

Contribution ID: 36004
Member ID:
Date Submitted: Jun 28, 2025, 12:47 PM

Q1 **Name**

Short Text: KEEGAN JOHN TOFT

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text: Not something for a council to be addressing

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: I dont agree with the permitting and limiting acess for 4wd activities around the redrocks area - while I appreciate that some 4wd / motorbike users abuse access, some walkers also abuse access and leave rubbish etc - it should not be that we look to control the whole due to the actions of a minority.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text: It depends on whether this is used to limit access

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text Again, it really depends on how this is propsoed to be used.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text Nature is always an issue for Wellington - as above, it depends on how this initiative is used.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text As noted I dont agree with the permitting and limiting acess for 4wd activities around the redrocks area - while I appreciate that some 4wd / motorbike users abuse access, some walkers also abuse access and leave rubbish etc - it should not be that we look to control the whole due to the actions of a minority.

This route has been a shared access route for a long period of time and enjoyed by multi users - if there are a few at issue I belive having more rangers policing use would be a more effective method

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
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Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support

A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 276

Contribution ID: 35994
Member ID:
Date Submitted: Jun 27, 2025, 02:49 PM

Q1 **Name**

Short Text: Bryant

Q2 **Suburb**

Select Box: Wadestown

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Please make sure that more areas are accessible for diving and the likes, you don't want overuse of small areas and leave them to be barren.

Also working with Ministries of fisheries to have more checks on people collecting kaimoana.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
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and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
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Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 277

Contribution ID: 35991
Member ID:
Date Submitted: Jun 27, 2025, 11:31 AM

Q1 **Name**

Short Text: Jane Langham

Q2 **Suburb**

Select Box: Tawa

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: Very important that mana whenua are fully involved. Changing place names is more of a long-term policy than something that could hold up progress on implementing the physical needs.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: I would like to see included that all vehicles are excluded from all beaches, other than designated area for boat launching etc.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: Physical and emotional benefit to everyone

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

All I have read (especially in Forest and Bird publications) indicated that such an approach benefits the whole community and mitigates things like coastal erosion and flooding threats that have increased because of climate change.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

As above: the report I read about Waikato regional council 'Nature First' work was most impressive.
I'm delighted to see Wellington taking this approach.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Perhaps supporting/encouraging a car driving area/boy racer pad somewhere would keep cars off the beaches and roads and allow this 'sport'/'activity' to have an outlet that doesn't harm the participants or the community.

(I'm an elderly female, not a car enthusiast)

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 278

Contribution ID: 35990
Member ID:
Date Submitted: Jun 27, 2025, 11:19 AM

Q1 **Name**

Short Text: Grace Thomas-Edmond

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Te Whanga Rāwhiti
Eastern Bays
Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text It would be great to see increased way to access the coast using alternative forms of transport, including bike parking at major beaches.

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text It would be great to see increased way to access the coast using alternative forms of transport, including bike parking at major beaches, such as Scorching Bay and Worser Bay.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text It would be great to see increased way to access the coast using alternative forms of transport, including bike parking at major beaches, such at Hataitai Beach.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. -

Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I strongly support changes to the coast road for Shelly Bay and Matai Moana to make it safer for walkers and cyclists. I would strongly support making the road one way so that the other half the road could be dedicated for walking and cycling.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 279

Contribution ID: 35982
Member ID:
Date Submitted: Jun 27, 2025, 08:09 AM

Q1 **Name**
Short Text: Rachel Ridley

Q2 **Suburb**
Select Box: Northland

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: I particularly support anything that makes it easier to walk or cycle around the coast and give east access to the sea.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support

Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 280

Contribution ID: 35980
Member ID:
Date Submitted: Jun 27, 2025, 02:13 AM

Q1 **Name**

Short Text: Everett Toews

Q2 **Suburb**

Select Box: Mount Victoria

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 281

Contribution ID: 35977
Member ID:
Date Submitted: Jun 26, 2025, 09:44 PM

Q1 **Name**
Short Text: Murray r

Q2 **Suburb**
Select Box:

Q3 **Email**
Email:

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: Please do not seek to revoke 4x4 access. If need be, consider a gate code system where you can apply online to get access to the gate code of you supply contact and vehicle registration details in a similar way to how doc manages gated access

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text Please do not seek to revoke 4x4 access. If need be, consider a gate code system where you can apply online to get access to the gate code of you supply contact and vehicle registration details in a similar way to how doc manages gated access

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text Please do not seek to revoke 4x4 access. If need be, consider a gate code system where you can apply online to get access to the gate code of you supply contact and vehicle registration details in a similar way to how doc manages gated access

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays
Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Please do not seek to revoke 4x4 access. If need be, consider a gate code system where you can apply online to get access to the gate code of you supply contact and vehicle registration details in a similar way to how doc manages gated access

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Please do not seek to revoke 4x4 access. If need be, consider a gate code system where you can apply online to get access to the gate code of you supply contact and vehicle registration details in a similar way to how doc manages gated access

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose

Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly oppose
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Please do not seek to revoke 4x4 access. If need be, consider a gate code system where you can apply online to get access to the gate code of you supply contact and vehicle registration details in a similar way to how doc manages gated access

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 282

Contribution ID: 35961
Member ID:
Date Submitted: Jun 26, 2025, 08:45 AM

Q1 **Name**

Short Text: Robert Westaway

Q2 **Suburb**

Select Box: Kelburn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 283

Contribution ID: 35955
Member ID:
Date Submitted: Jun 26, 2025, 12:26 AM

Q1 **Name**

Short Text: Jordon

Q2 **Suburb**

Select Box: Owhiro Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: I take very much pride each time I get to travel to red rocks I tell people of how mawus blood still lingers in the rock as it is called red rock I love taking new people to try red rock and respect what is open to us and the 4x4 community we are very lucky although saying that there are idiots I do wish you guys do not close the gate but add measures so that only people with respect enter and listen to the rules.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways,

and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Don't know
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 284

Contribution ID: 35940
Member ID:
Date Submitted: Jun 25, 2025, 08:13 PM

Q1 **Name**

Short Text: Doug Brennan

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: Other names can be supplementary. Maori did not orignially camp or occupy this area. Too cold and exposed. But do not replace the existing names. Too confusing.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: To use public land where is the resource consents for additional use where the use is specifically detailed. The plan is too vague. Eg the boating users have to have resource consents why are other activities not having that imposed with no limitations. The other consents are very specific and have to pay rent and fees. Plus where is parking for the additional activities. With no parking it makes the area solely for use of locals but the rates are being paid by all rate payers.
The dogs already have a park nothing extra needed there. We dont need dogs on the beaches.
I dont want to see access to amenities obstructed or minimized by putting cycle lanes across the access to beaches and boat sheds and boating areas as this locks those areas off to users and essentially changes thier use and reduces the amenity. In a number of cases it would terminate them. Particually yachting and boat sheds ie how do you get paddle boards /waka to the water if there is no where to off load them. That needs a resource consent.
Recent european history is just as important as Maori heritage. If it was not for Europeans this area would not be used at all. Maori did not launch their boats in this area as it was too exposed.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text I dont want to see a lot of cost put into this. Leave the area to come back naturally.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text The wcc could target leaking drains in roads that are discharging sewage into the harbour. No one can eat shell fish due to this and even swimming is hazardous due to the high coliform count.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text I have no clue how you will affect climate change. How? There is very little bush affected by wild fires.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays
Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text No mention of boat sheds. but I assume it is because it is under the jurisdiction of the Regional Council but then so does most of this area.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Don't know
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

You do not state what at risk buildings are .. too vague to have any meaning. Even if everyone supports this what are they supporting.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 285

Contribution ID: 35937
Member ID:
Date Submitted: Jun 25, 2025, 05:51 PM

Q1 **Name**
Short Text: John Weaver

Q2 **Suburb**
Select Box: Mount Cook

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: The coastline is for all people and the future history should not be steered by any one ethnic (or other) group.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**
Long Text: All of the listed recreational activities are equally as important. Promotion of any activity should not be at the expense of another.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Te Kopahou & coastal route is the only remaining area in the whole of Wellington that people can use for 4WD activities. Many many people regularly use a 4WD to access the diving and fishing that is available on that coast. To close or heavily restrict access to this area for vehicles would leave NOWHERE for people to carry out these types of activities.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
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Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Do not close the last remaining 4WD only road in Wellington. Diving, fishing and off roaring are some of the things that Kiwis love the most and closing or restricting access will leave no where in the Wellington area to do these things

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 286

Contribution ID: 35929
Member ID:
Date Submitted: Jun 25, 2025, 04:44 PM

Q1 **Name**

Short Text: Juan Correa

Q2 **Suburb**

Select Box: Newtown

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
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Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

4wd and any motorized vehicle, should be banned from accessing beaches and costal areas, unless they are service vehicles.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 287

Contribution ID: 35927
Member ID:
Date Submitted: Jun 25, 2025, 04:22 PM

Q1 **Name**
Short Text: Charles Daniel Hughes

Q2 **Suburb**
Select Box: Seatoun

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: I struggle with the concept that all citizens other than Māori are 2nd class citizens.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text: My only hesitation is that there is no mention of the control of noise pollution. We plan to leave Worser Bay due to the incessant patrolling of the area by extremely loud motorcycles and cars.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text Need noise pollution management.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Oppose the name change proposals - New Zealand consists of many communities, not just Māori.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 288

Contribution ID: 35926
Member ID:
Date Submitted: Jun 25, 2025, 04:15 PM

Q1 **Name**

Short Text: Marc Rands

Q2 **Suburb**

Select Box: Ngaio

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Its part of being a New Zealander

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: The coast is an important resource for Wellingtonians.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: Great to build up the history of Wellington's places.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text We need to build back better, and be kaitiaki for our environment.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Best to work with, rather than against, natures forces.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
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Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 289

Contribution ID: 35911
Member ID:
Date Submitted: Jun 25, 2025, 01:48 PM

Q1 **Name**
Short Text: Richard Ung

Q2 **Suburb**
Select Box: Newtown

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

My biggest questions is: what will happen to Rates in the future? When Climate Change occurs, how will we all react? Infrustructure will be put under stress. Without Rates increases, how can anyone pay for modern infrustructure?

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 290

Contribution ID: 35910
Member ID:
Date Submitted: Jun 25, 2025, 10:33 AM

Q1 **Name**

Short Text: Steve diamond

Q2 **Suburb**

Select Box: Owhiro Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: Its been open my whole life you cant change that

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Don't know
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly oppose
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 291

Contribution ID: 35906
Member ID:
Date Submitted: Jun 25, 2025, 03:26 AM

Q1 **Name**
Short Text: Teone Sciascia

Q2 **Suburb**
Select Box: Owhiro Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**
Long Text: Value 1 comes across too strong. There's not enough korero for the average Wellingtonian to understand what mana whenua are asking and why

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text: Freedom Camping should be monitored and enforced.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text: Although current mana whenua have a rich history here, it's also only 200 years old. The korero of those who lived here for over 400 years prior must also be honoured

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text As long as access remains available Value 4 has longtime benefits.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text Nature is uncontrollable. Try and manage at your own peril.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text The Ōwhiro Bay falls within the Taputeranga Marine Reserve. The Ōwhiro Stream which is joined by Carey's Creek (Rubbish Tip) needs attention.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Nothing to comment

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 292

Contribution ID: 35905
Member ID:
Date Submitted: Jun 24, 2025, 11:50 PM

Q1 **Name**

Short Text: Lawrence Reevss

Q2 **Suburb**

Select Box: Te Aro

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 293

Contribution ID: 35904
Member ID:
Date Submitted: Jun 24, 2025, 10:06 PM

Q1 **Name**
Short Text: Matthew Page

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text 4x4 access should not be restricted any more than it currently is at Red Rocks. Many people enjoy access to the Red Rocks track and have done for generations. Stopping or heavily restricting 4x4 access is robbing Wellington 4x4 community of one of the only remaining tracks in Wellington in favor of other activities which are plentiful throughout the region.

Adding in a permit system is an unnecessary and expensive system, all vehicles have registration plates and can be tracked if needed already.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support

water-based recreation and improve public access. - Somewhat oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 294

Contribution ID: 35902
Member ID:
Date Submitted: Jun 24, 2025, 09:20 PM

Q1 **Name**

Short Text: John Fahey

Q2 **Suburb**

Select Box: Ngaio

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: The cost in renaming would be expensive. Please focus on fixing the infrastructure.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: The cost in providing more freedom camping would be expensive. Please focus on fixing the infrastructure

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: This sounds expensive. Please focus on fixing the infrastructure

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text Sounds worthwhile, but how would costs be managed?

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text Will this stop me enjoying 4WD access around the coast? I am against stopping 4WD access.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I do not agree with the proposed 4WD changes. There is too much scope for a full blanket ban. We need to keep 4WD open as it is to continue enjoying it. Too many 4WD tracks are closing locally which is disappointing given all the great conservation work 4WD clubs do in the area.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly oppose

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

It's the cost that worries me. Especially after the ridiculous money spent on the public toilets recently. And I am concerned all 4WD access will be removed.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 295

Contribution ID: 35901
Member ID:
Date Submitted: Jun 24, 2025, 08:41 PM

Q1 **Name**

Short Text: Sam

Q2 **Suburb**

Select Box: Breaker Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: I 100% agree wee have to look after our awa amd our land

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: I've spent many many afternoons and nights out at red rocks in my vechiles diving and having cook ups around their with my friends, there is better feeling going for a ruku in the same waters my ancestors did and then cooking up a feed with my friends and family and then heading out

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I love it so much I've been diving there non stop for the past 6 years it's amazing and one of the best places I've ever been diving in my life, I love it, it would be such a shame to loose access to it

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Please do not close red rocks 4x4 track i get why you want to close it but us the diving and 4x4ing community are trying our best to clean up after the little 1% that are thrashing it. How ever i get its still not enough, how ever there is no where else in the lower north island where you can have the same amazing experience of going for a dive then having a bbq on the back of your ute all within 20 steps there's something so nice and special about it

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 296

Contribution ID: 35900
Member ID:
Date Submitted: Jun 24, 2025, 08:40 PM

Q1 **Name**

Short Text: Jon

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: It holds cultural significance to everyone who has grown up there. Not just Maori but all of us

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: Should have access for all abilities. The only way to do this is for 4wd access. I can take my grandparents and kids to enjoy the area.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: That is incorrect. The sewage point at karori stream is a shocking lack of connection to the landscape. How can that not be mentioned

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text What wildfires ?? When has that ever happened

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text The red rocks area is a unique and special 4 wheel drive area. It is the only one that wellington has on the coast. It is enjoyed by allot of people.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 297

Contribution ID: 35899
Member ID:
Date Submitted: Jun 24, 2025, 07:41 PM

Q1 **Name**

Short Text: Raymon Jones

Q2 **Suburb**

Select Box: Newlands

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: Do not close access to the track to red rocks. I have been collecting kai moana from there to support my family. Closing this would result in a heavy strain to me and my family

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: Do not close access to the track to red rocks. I have been collecting kai moana from there to support my family. Closing this would result in a heavy strain to me and my family

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: Do not close access to the track to red rocks. I have been collecting kai moana from there to support my family. Closing this would result in a heavy strain to me and my family

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q16 **Please let us know a bit more about your choice.**

Long Text Do not close access to the track to red rocks. I have been collecting kai moana from there to support my family. Closing this would result in a heavy strain to me and my family

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text Do not close access to the track to red rocks. I have been collecting kai moana from there to support my family. Closing this would result in a heavy strain to me and my family

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays
Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Do not close access to the track to red rocks. I have been collecting kai moana from there to support my family. Closing this would result in a heavy strain to me and my family

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Do not close access to the track to red rocks. I have been collecting kai moana from there to support my family. Closing this would result in a heavy strain to me and my family

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text Do not close access to the track to red rocks. I have been collecting kai moana from there to support my family. Closing this would result in a heavy strain to me and my family

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. -

Somewhat oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Do not close access to the track to red rocks. I have been collecting kai moana from there to support my family. Closing this would result in a heavy strain to me and my family

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 298

Contribution ID: 35898
Member ID:
Date Submitted: Jun 24, 2025, 06:37 PM

Q1 **Name**

Short Text: Josh Collins

Q2 **Suburb**

Select Box: Tawa

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Don't lose south coast 4wding, it's a kiwi thing to drive our coasts, I've had many a great time out there myself, I buy food supplies in island bay etc when I come to South coast, support a permit based system as a user of the akatarawas through my 4wd club

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 299

Contribution ID: 35897
Member ID:
Date Submitted: Jun 24, 2025, 05:22 PM

Q1 **Name**
Short Text: Brent sylvester

Q2 **Suburb**
Select Box: Te Aro

Q3 **Email**
Email:

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: Engage with iwi, protect site, but don't waste money on changing names ad only small % of locals want the change and we can save millions for other important projects like getting wellington really moving

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text: Agree with the above but not past car park gate. Keep the coast natural and open to 4x4 access

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text: Designe a walking / driving tour around coast by doing what Heritage NZ did in the waikato with the "waikato wars driving tour" using their app bloody amazing spent an entire day doing the tour. Usually will avoid tours

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text Don't charge for access to the coast and if there must be a charge, put a charge on the cycling community to off set the cost of bike lanes that don't get used

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Keep access open for 4x4 and motercycles

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 300

Contribution ID: 35896
Member ID:
Date Submitted: Jun 24, 2025, 05:12 PM

Q1 **Name**

Short Text: Phil Dabrowski

Q2 **Suburb**

Select Box: Ngaio

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Don't know

Q12 **Please let us know a bit more about your choice.**

Long Text: I strongly support continued 4WD access to the coast, along current routes, to maintain access for all recreational users

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text As discussed

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 301

Contribution ID: 35895
Member ID:
Date Submitted: Jun 24, 2025, 04:46 PM

Q1 **Name**

Short Text: J Brown

Q2 **Suburb**

Select Box: Newtown

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: The coast is for everyone, access should not be controlled by a group based on how long ago you identify as being 'from' NZ. I am of European and Maori decent but I am not considered mana whenua. I have enjoyed access to our South coast for recreation and diving and food gathering since the 1980's. My children have grown up diving for kai between Devils Gate and Cable Bay. What gives someone else the right to control that access? By all means police it, and penalise the idiots that abuse the right, pollute, poach and desecrate. But please, leave the rest of us alone and stop all this unnecessary meddling and wasting of rates payer and tax payer money.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**

Long Text: It seems to work ok now. More effort could be put into policing dumping, poaching, fire education and general idiot behaviour, but other than that I don't believe there is a need to completely re-invent the wheel.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: "Wellington's coastal landscapes tell a story of transformation, shaped by natural forces and nearly 1,000 years of human settlement."
Amen, let it continue!

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text Yes, but this needs to be done through inclusion and education, not exclusion and Red tape.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text Change is constant, I would love to know how you plan to stop the sea?

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text The coast is of everyone and for everyone and access can not be controlled based on consultation with a group who identifies themselves based on how long ago they arrived in NZ. I am of European and Maori decent, but I am not considered mana whenua, I am a New Zealander, a Kiwi. I have enjoyed access to our South coast for recreation and diving and food gathering since the 1980's. My father, his father, and generations before them did so as well. My children have grown up diving for kai between Devils Gate and Cable Bay. What gives someone else the right to control that access? By all means police it, and penalise the idiots that abuse the right, pollute, poach and desecrate. But please, leave the rest of us alone and stop all this unnecessary meddling and wasting of rates payer and tax payer money.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including

closing gate access at night, and future planning for a permit-based system - Don't know
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Don't know
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Without actually seeing what it is you're proposing it is very difficult to answer this survey.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 302

Contribution ID: 35889
Member ID:
Date Submitted: Jun 24, 2025, 01:03 PM

Q1 **Name**

Short Text: Paul Jonson

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: We all have deep connections to the land and environment.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: We must retain 4wd access to areas where we currently can drive.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text We must retain 4wd access to areas where we currently can drive.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text We must retain 4wd access to areas where we currently can drive.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text We must retain 4wd access to areas where we currently can drive.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text We must retain 4wd access to areas where we currently can drive.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 303

Contribution ID: 35888
Member ID:
Date Submitted: Jun 24, 2025, 12:54 PM

Q1 **Name**

Short Text: Mike Byrne

Q2 **Suburb**

Select Box: Kilbirnie

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Kilbirnie Community Police

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: I think the plan could go further and implement Marine Reserves around the Miramar Peninsula

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: The volume and speed of traffic between Miramar Cutting and Scorching Bay impedes safe recreational use by runners, walkers and cyclists.
I would like to see one one traffic between these locations and a dedicated cycleway.
Freedom Camping should be banned in this area. Police are constantly dealing with issues relating to freedom camping in the area.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Banning freedom camping would support this initiative. It should also include the marine environment and be setup as a marine reserve to enhance the fish life and create an ecosystem people can enjoy

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text We would like to see one way traffic on the road with a dedicated cycleway and walking lane. Freedom Campers should be directed to other areas. The Miramar Peninsula is a jewel in the crown of Wellington City and it needs to be setup as a major tourist attraction

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. -

Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 304

Contribution ID: 35884
Member ID:
Date Submitted: Jun 24, 2025, 08:37 AM

Q1 **Name**

Short Text: Grant Uridge

Q2 **Suburb**

Select Box: Wellington Central

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: We are one nation, no one race should have control over coastal assets and resources, we should have the best people with the best skills looking after our coast. Were there are true historic ties to the land then I have sympathy with having the kaitiaki having say over these areas but not blanket ownership.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text This area has been open to the 4x4 comunity for many years and is seen as a real asset to those of us who enjoy the ability to 4x4 around the coast.
It is importnat that are area is kept open for such activity, only runed by a few who do not respect the area. I would be comfortable with a gated pass and permit system to control access as long as this did not lead to the closing of access. Alternatively, cameras could be located and number plate recognition so those who damage the area are identified.
As there are only three access points to this coast for vehicles there should be the ability to identify poaches. Regular policing should be undertaken to control this activity. A permit system would limit access by regular offenders. Its time the area was monitored and fishery offices take responsibility to stop this behaviour.
However this is a historic area we known globally as a 4x4 area of renound access so close to a capitol city. Access must be maintained.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support

Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 305

Contribution ID: 35881
Member ID:
Date Submitted: Jun 24, 2025, 03:15 AM

Q1 **Name**
Short Text: Blain collinge

Q2 **Suburb**
Select Box: Newlands

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: We take our whānau on the land to teach them about fishing and diving for decades. Red rocks should be for everyone. We need it for our mental health and connection.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Don't know
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Don't know
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Don't know
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Don't know
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Don't know

Q29 **Please provide any additional feedback on the draft plan.**

Long Text — Please dont close red rocks for 4 WD track

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox — Yes

Response No: 306

Contribution ID: 35880
Member ID:
Date Submitted: Jun 23, 2025, 10:39 PM

Q1 **Name**

Short Text: Cameron Duncan

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: This point is important to me, as I—and many others—enjoy the coastline recreationally, whether on foot, by bike, or in motorised vehicles. I strongly support keeping coastal recreation access open to motorised vehicles, as regular use helps maintain formed tracks, which are essential for emergency access and vehicle recoveries.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 307

Contribution ID: 35879
Member ID:
Date Submitted: Jun 23, 2025, 10:20 PM

Q1 **Name**

Short Text: Shane

Q2 **Suburb**

Select Box: Johnsonville

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Well maintained public amenities are critical and appreciated to encourage active appreciated coastal access. Toilets, rubbish collection enables good behaviour by those that care for the land and ocean. Waste collection facilities should include capacity for volunteers and the public to collect and place rubbish, weeds. Done constantly, this will provide an on-going improved benefit to the environment.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text It's important people are enabled to collect rubbish, including wind blown, dumped, etc and place in convenient bins for Council collection. Accepting some may abuse the bins, most won't. Include serious fines for those that abuse the bin system.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text The Freyberg carpark should include a paint (wet feet) or similar pedestrian marking between the beach/ changing rooms and Freyberg pool to encourage slow careful driving through the carpark.
Freyberg beach needs a flexible rubber mat or board walk pedestrian walkway between the changing rooms and beach to protect the grass.
Grass could be potentially replaced by a more robust grass species due to the very high footfall count.
Possible install lights at either end of Freyberg beach and/or pontoon to highlight risks and safe beach landing for low light swimmers. Lights make it much safer for swimmers to sight when returning in low light and/or rough conditions.
The area between Freyberg beach to the Lighthouse or, at worst, the 1km turning (Clever) buoy should be designated primarily for ocean swimmers. This is to mitigate a repeat of jetski versus swimmer recently and avoid an unnecessary potentially fatality. Fast vessels should only be operating well beyond the 200m buoys.
The ends of the stormwater outlets could potentially have buoys to identify low tide risks in rough weather.

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Although this suggestion relates to infrastructure, it is critical for water quality.

Install significant high volume, filtering stormwater controls to mitigate waste entering the ocean during high rainfalls.
Intensive resources are required to track and eliminate cross connections. This is the critical cause of waste water plants being overloaded and sending partially or unprocessed waste to sea and/or stormwater systems carrying pollution to the harbour.

Fix the growing water pollution issue before it needs a massive clean up. And removed the historical need for engineered cross connections.

Don't let Wellington Harbour (its jewel) become affected as Erhai Lake.

https://thetricontinental.org/wenhua-zongheng-2024-2-reviving-erhai-lake/

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 308

Contribution ID: 35878
Member ID:
Date Submitted: Jun 23, 2025, 10:10 PM

Q1 **Name**

Short Text: Tana

Q2 **Suburb**

Select Box: Owhiro Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text These coastal areas should be left as they are and open to the public at all times do not change things that have been these ways for decades

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 309

Contribution ID: 35877
Member ID:
Date Submitted: Jun 23, 2025, 10:06 PM

Q1 **Name**
Short Text: Amy Mcfarlane

Q2 **Suburb**
Select Box: Khandallah

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: Do not close red rock to the public please

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**
Long Text: Do not close red rock to the public please

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**
Long Text: Do not close red rock to the public please

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text Do not close red rock to the public please

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text Do not close red rock to the public please

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
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Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 310

Contribution ID: 35876
Member ID:
Date Submitted: Jun 23, 2025, 10:00 PM

Q1 **Name**

Short Text: Ayden cooper

Q2 **Suburb**

Select Box: Breaker Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: Wellington has been enjoying this track for years some of us as an only outlet thats close enough for our busy lifes

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: Do not close red rocks

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: Do not close red rocks

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text Do not close red rocks

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text Do not close red rocks

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text Do not close red rocks

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Do not close red rocks

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 311

Contribution ID: 35875
Member ID:
Date Submitted: Jun 23, 2025, 09:14 PM

Q1 **Name**
Short Text: John Wilkinson

Q2 **Suburb**
Select Box: Owhiro Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text: restoring traditional names is worthwhile along with honoring treaty settlements

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text: recreation is an important use of the south coast, red rocks is the last remaining publicly accessible 4x4 driving are in Wellington City and this should be maintained to keep access to this area for the mobility impaired

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**
Long Text: Careful design is a matter of opinion and needs careful guidance, the other pathways are good

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text balancing the pathways need to be managed carefully to maintain recreational availability

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text There have been far less wild fires on the south coast in the last 20 years than were happening during the 70s and 80s despite the big increase in people using the south coast.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Care needs to be taken to balance the protection of the environment with providing access for people to enjoy the south coast particularly for the elderly and mobility impared

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text care needs to be taken to maintain the coastal environment while providing storm protection, like removing the wave ramp at Owhiro Bay

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
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A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
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Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support

A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 312

Contribution ID: 35874
Member ID:
Date Submitted: Jun 23, 2025, 09:09 PM

Q1 **Name**

Short Text: Ben Nicholl

Q2 **Suburb**

Select Box: Khandallah

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**

Long Text: I think keeping the 4wd access open to the public is a must. Many fun memories and days out around the coastline, learning and exploring.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text In my opinion I think keeping the red rocks coastal track open to the public for 4wd is a must. Great experiences and fun times to be had around there.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 313

Contribution ID: 35860
Member ID:
Date Submitted: Jun 23, 2025, 09:57 AM

Q1 **Name**

Short Text: Alex leo

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email:

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: Mostly around the access to Red Rocks for vehicles. It's unclear how a permit system will be applied if it comes with a fee or with further reduced access. The far reaches of that coastline are only accessible via vehicle and are one of the unique things a resident in Wellington can do. I very much value this, hence my concerns about losing access.

The community of 4WD visitors there are very aware of the minority of misbehaviors out there and do approach the location with some sense of stewardship, putting out fires, reporting poachers, etc. It would be good if we could find a method of controlling these poorly behaving groups that does not punish most recreational drivers. For example, locking the gate at night may be one method of poaching control.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text I like the idea, although it is vague. I think that possibly funding should prioritize the other values present here, e.g. Costal ecosystems.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose

Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 314

Contribution ID: 35823
Member ID:
Date Submitted: Jun 20, 2025, 02:23 PM

Q1 **Name**

Short Text: Thomas Gee

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Keep Public access to the coast

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
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Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Provide proof of negitive impacts on the Coast

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 315

Contribution ID: 35822
Member ID:
Date Submitted: Jun 20, 2025, 01:51 PM

Q1 **Name**

Short Text: Ricky

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: There is a section around closure of Red Rocks on public holidays. It's already closed Sunday for people on foot and bikes. People like me who own a 4wd should be able to enjoy this bit of coastline on a public holiday with my family. We have work during the week days and have other matters to tend to on Saturdays so it's very rare we get to enjoy this part of the coastline on Saturdays only as it is.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q16 **Please let us know a bit more about your choice.**

Long Text There is a section around closure of Red Rocks on public holidays. It's already closed Sunday for people on foot and bikes. People like me who own a 4wd should be able to enjoy this bit of coastline on a public holiday with my family. We have work during the week days and have other matters to tend to on Saturdays so it's very rare we get to enjoy this part of the coastline on Saturdays only as it is.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text There is a section around closure of Red Rocks on public holidays. It's already closed Sunday for people on foot and bikes. People like me who own a 4wd should be able to enjoy this bit of coastline on a public holiday with my family. We have work during the week days and have other matters to tend to on Saturdays so it's very rare we get to enjoy this part of the coastline on Saturdays only as it is.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text There is a section around closure of Red Rocks on public holidays. It's already closed Sunday for people on foot and bikes. People like me who own a 4wd should be able to enjoy this bit of coastline on a public holiday with my family. We have work during the week days and have other matters to tend to on Saturdays so it's very rare we get to enjoy this part of the coastline on Saturdays only as it is.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and

seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
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Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
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Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 316

Contribution ID: 35818
Member ID:
Date Submitted: Jun 20, 2025, 10:17 AM

Q1 **Name**

Short Text: Ralph Dobson

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: Any chance of closing an area due to any treaty settlement I oppose. We have seen this happen in the East Cape after assurances were given that it would not.
Okay with duel naming.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text Support the trapping work being done in the Te Kopahu Reserve and Coastal Track around Red Rocks.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Strongly support the trapping being carried out in this area with the view of introducing Kiwi into these sites.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

The Wellington region has extremely limited 4x4 access, closing the Red Rocks track for any reason is not acceptable. A small number of users abuse the current access rights which will greatly affect the majority. Any restriction of 4x4 access to the area will affect people with limited mobility. The gate is currently closed on a Sunday (which I understand may not be legal as it is a public road) for walkers, in general 4x4 users are very respectful of walkers at other times. No reason has been given as to why the gate should be closed at night, who does this benefit?

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 317

Contribution ID: 35792
Member ID:
Date Submitted: Jun 19, 2025, 03:34 PM

Q1 **Name**
Short Text: Ben Radford

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text Island Bay is more resilient to storm damage than others due to the large island shaped breakwater, and shallow reefs that both arrest and dissipate wave power. Within the bay is a marine reserve also. Placement of artificial reefs in order to further dissipate wave power will work far more effectively than anything you can do on the shore, and is a low tech high value solution

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Island Bay is more resilient to storm damage than others due to the large island shaped breakwater, and shallow reefs that both arrest and dissipate wave power. Within the bay is a marine reserve also. Placement of artificial reefs in order to further dissipate wave power will work far more effectively than anything you can do on the shore, and is a low tech high value solution

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
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Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral

Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 318

Contribution ID: 35776
Member ID:
Date Submitted: Jun 18, 2025, 09:32 PM

Q1 **Name**

Short Text: Rachel Procter

Q2 **Suburb**

Select Box: Karori

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text "Use the Wellington Dog Policy review process to investigate and prioritise future dog access changes at four critical coastal bird
habitats – Ōruaiti Reserve, Taputeranga Island, Te Rimurapa / Sinclair Head to Oteranga Bay, and the southern end of Wellington
Airport. These sites are hotspots for ground-nesting indigenous seabirds and require stronger protection."

If dog access is reduced in these areas, then alternative areas should be designated for dog access. Dog access to the coastline in wellington is already extremely limited compared to most international cities I have visited. It should not be limited further - changing areas of access to accomodate wildlife rich areas is acceptable to me, but removing dog access is not.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text "Review options for removal or repurposing of the bait house in the context of coastal hazard issues, earthquake strengthening
requirements, and lease renewal." I do NOT support this. The bait house should be left alone.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text 1. "Use the Wellington Dog Policy review process to investigate and prioritise future dog access changes at four critical coastal bird
habitats – Ōruaiti Reserve, Taputeranga Island, Te Rimurapa / Sinclair Head to Oteranga Bay, and the southern end of Wellington
Airport. These sites are hotspots for ground-nesting indigenous seabirds and require stronger protection."

If dog access is reduced in these areas, then alternative areas should be designated for dog access. Dog access to the coastline in wellington is already extremely limited compared to most international cities I have visited. It should not be limited further - changing areas of access to accomodate wildlife rich areas is acceptable to me, but removing dog access is not.

2. "Review options for removal or repurposing of the bait house in the context of coastal hazard issues, earthquake strengthening
requirements, and lease renewal." I do NOT support this. The bait house should be left alone. I would support it being strengthened, so long as the character and the function remains, but not removed or repurposed. It is a fantastic resource for Wellington and brings character to the coastline

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 319

Contribution ID: 35722
Member ID:
Date Submitted: Jun 18, 2025, 09:25 AM

Q1 **Name**
Short Text: Murray Martin

Q2 **Suburb**
Select Box: Mākara

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: I have made a separate email submission that will be forwarded after I have completed this survey.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Refer to my submitted email submission.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 320

Contribution ID: 35715
Member ID: 484
Date Submitted: Jun 17, 2025, 02:16 PM

Q1 **Name**

Short Text: Andrew Mackay

Q2 **Suburb**

Select Box: Strathmore Park

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**

Long Text: You are missing from page 22 map the water sports hub at Seatoun Beach/Hector St. This is a premium spot in wellington for Surfcasting, Windsurfing, Kitesurfing, Kayaking, Snorkeling (steeple rock kelp beds), etc.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text On page 42 of the PDF you don't mention the Banded Dotterels that nest around Moa Point, south end of Airport.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Whanga Rāwhiti
Eastern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text on Page 114 a Management approach suggestion is “B. Support the gradual transition of the privately leased boat sheds at Churchill Park, exploring opportunities for better community use or removal to allow space for nature”. Also, on page 117 Action Table “4. Investigate the phased removal of private leases from Churchill Park to enhance public access and community use, ensuring a transition plan that considers existing leaseholders.”

Regarding the privately leased boast sheds at Churchill Park.
These boat sheds have enabled the water sport recreation of our family over multiple generations. The sheds are historically significant built during the war, and they do not restriction community use of the area in any way. In fact, they currently provide wind protection both from the North and South to form a popular spot for families to picnic and BBQ. The draft plan mentions only an intent on removal with no other consideration like enhancing such amenities.
There is an acute shortage of recreational boat storage and launching faculties in the Eastern Suburbs, I see nothing in the Draft Coastal Reserves Management Plan that addresses this, only the opposite. This area of Seatoun beach is a hub for water sports such-as windsurfing, kite surfing, fishing/surfcasting, kayaking, and boating. I note that this area and these activities are not noted on your map on page 22. An unfortunate down side of all this activity is frequently people use the nearby bushes as a toilet or for getting changed. A better outcome would be an upgrade of the area’s facilities to include public changing rooms and shower for beach swimmers and water sports users. As a new recreational hub for water sports and beach activities this could become another a great asset for Wellingtonians.
I hope the council can consider a longer-term view of supporting more accessible recreational water sports rather than just a blanket policy or removing such an asset without any mention on why such removal will benefit the city in anyway.

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Page 117: "8 Investigate restoring the historic track connection from Scorching Bay up to Mātai Moana, and consider a gateway entrance
at Scorching Bay as part of the wider Mātai Moana project." There is no map provided on where this track is proposed. There have been a lot of volunteer work planting and restoring the bush around Scorching Bay so my concern would be if this was impacted by new land works.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 321

Contribution ID: 35713
Member ID:
Date Submitted: Jun 17, 2025, 08:59 AM

Q1 **Name**
Short Text: Finn O'Connor

Q2 **Suburb**
Select Box: Melrose

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 322

Contribution ID: 35710
Member ID:
Date Submitted: Jun 16, 2025, 09:05 PM

Q1 **Name**

Short Text: Geoff Todd

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: I think active partnership should include the community that lives in the area not just mana whenua. Local communities can provide some of the resources need to support the plan and as they live in the area are very motivated to be guardians of it.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: Wellingtons coastal landscape is a key part of what makes Wellington an attractive place to live

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text I am sure local communities will provide volunteer resources to support this.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I would have thought the threat of major storms greater than that of fire

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Rangitatau
Moa Point to Breaker Bay
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Strongly support the walkway from Owhiro bay to Makara Beach. Access from Makara township to the southern coast would be great for those unable to complete the entire walkway.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text I support the idea of no dogs at all in the Oruaiti reserve as a means of total protection of penguins and other birds. Some dog owners are poor at keeping their dogs on a leash in areas requiring this and the mere presence of dogs stresses the birds.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text I support putting resources to clean up and explain Fort Balance and to identify and explain the Pa sites in the area.

Strongly support the idea of a one way road for vehicles

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more

accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I think it is good to recognise maori names of important sites. However this should not be a blanket use of te reo as the local communities also have strong links to the coast and this should be recognised also in the names used.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 323

Contribution ID: 35705
Member ID:
Date Submitted: Jun 16, 2025, 02:40 AM

Q1 **Name**

Short Text: Lynda Griggs

Q2 **Suburb**

Select Box: Owhiro Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: New Zealand is multicultural. I think the current balance of English and Māori names is appropriate. I don't support more changing of place names. I struggle to remember place names that are changed from English to Māori, and this must be much more difficult for tourists visiting our city.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: Our coast has something for everyone and it is good to offer options to make provision for a range of different uses and enjoyment. More rubbish bins would be good, more toilets would also be good. I strongly support dog exercise areas.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text: I support coastal protection.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text I strongly support protection of wildlife and ecological restoration and protection.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text We must accept the damage that humans have done and do our best to protect the coastal environment and houses on the coast against sea level rise and extreme weather events, especially Owhiro Bay that is being very hard hit.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Provide protection against sea level rise and extreme weather events, ideally without destroying views.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Provide protection against sea level rise and extreme weather events, ideally without destroying views. Storms in recent years have been getting increasingly worse. Owhiro Bay is urgent, Island Bay has suffered some damage and this will get worse.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more

accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Don't know
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Please leave names as they are. There is a good balance already of English and Māori names. A lot of Māori names are hard to remember. This must be even harder for tourists and we want to welcome tourists. We are multicultural, non-Māori culture matters too. Enough, leave names alone.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 324

Contribution ID: 35704
Member ID:
Date Submitted: Jun 15, 2025, 10:57 PM

Q1 **Name**

Short Text: Denise Ross

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: It is good to acknowledge history. Learn and use the lessons.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Everyone has the right to coastline, to recharge. Accessibility for Everyone.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: Love the education centre at Red rocks, by people learning, they informed and attitudes change through understanding.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Through our 4x4 club, we have had many beach clean up and planting outings. It is by going to the coast, that you appreciate what you have. Significant areas have been fenced and protected, which is fair enough.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text Nature will always be stronger and humble us. We do need future proofing and protection. No plan is absolute though.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I love that it is accessible to all. I feel that everyone has the right to visit, drive, picnic around the coast. Get to see the seals and enjoy our beautiful coastline.
Sensitive areas have been protected by fences and planting has and continues to be done. Encouraging responsible nature conservation. If illegal activities are occurring, punishment should be for those who break the law, not for everyone else.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support

water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 325

Contribution ID: 35702
Member ID:
Date Submitted: Jun 15, 2025, 03:55 PM

Q1 **Name**
Short Text: Kerry Cooksley

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice:

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**
Long Text: Leave it as it is as is

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**
Long Text: Keep the coast beautiful an in its nature state.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Don't know

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text I somewhat support this as it keep people safe after storms.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Keeping coast rd to red rock as is.in a beautiful an nature as can be.people live the south coast for its fishing .4x4 walking..keep gate closed on Sundays.an have the fisheries on hand more to keep eye out.rangers to look out for 4x4 ripping up the hill.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Don't know
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

As said keep it as it coast wild an beautiful..

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 326

Contribution ID: 35700
Member ID:
Date Submitted: Jun 15, 2025, 12:25 PM

Q1 **Name**

Short Text: Darren Pettengell

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: New Zealand Four Wheel Drive Association

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text: New Zealanders of all ethnic groups should have equal access to any part of New Zealand. I agree Historic site should be celebrated and protected but access should managed not limits. We all have a right to the land, sea and waterways.
Favoring access to one ethnic group is racism.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: As mentioned above, all should have access to coastal areas.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text: The pathways are a good idea as long as access to tracks and roads is maintained and not limited

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text As a member of Cross Country Vehicle Club, we actively work with D.O.C, local and regional councils to carry out beach clean ups and coastal planting as part of a plan to look after and clean up coastal areas. To do these projects we access these areas using 4x4 vehicles so we hope these areas continue to have 4wd access in the future so we can continue helping the councils etc

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays
Hue te Para
Lyall Bay
Rangitatau
Moa Point to Breaker Bay
Te Whanga Rāwhiti
Eastern Bays
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd
Ākautangi
Cobham Dr to Point Jerningham
Te Rāngai o Onemutu
Oriental Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text These areas are all of equal importance, so my earlier statements are valid for all of the above.
One thing I think should be controlled better for all of these areas is the over harvesting of seafood. Fisheries need to police their rules more often in these areas, and police everyone no matter what their ethnic group is.one rule for everyone.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text As above

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text As above

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text As above

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text As above

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text As above

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text As above

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text As above

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 327

Contribution ID: 35699
Member ID:
Date Submitted: Jun 14, 2025, 07:39 PM

Q1 **Name**
Short Text: Jamie

Q2 **Suburb**
Select Box:

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text The potential removal of 4x4 access at red rocks is completely unfair to those of us who use it safely and courteously

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

The 4x4 access being brought into question due to the minority mistreating that access is truly unfair to those of us who use it safely and courteously to other users, it would be a right shame to remove access from those who like to use the access for things like heading out for a day trip for lunch that remove all rubbish and make sure to be safe

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 328

Contribution ID: 35692
Member ID:
Date Submitted: Jun 14, 2025, 01:48 AM

Q1 **Name**

Short Text: James

Q2 **Suburb**

Select Box: Aro Valley

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 329

Contribution ID: 35687
Member ID:
Date Submitted: Jun 13, 2025, 11:15 AM

Q1 **Name**
Short Text: jb bosch

Q2 **Suburb**
Select Box: Wellington Central

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**
Long Text: mana whenua perspectives should not override other perspectives

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: balances significant and sometimes conflicting usage and enjoyment

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**
Long Text: intent is good, but should not over-emphasise or expend too many resources

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text long-term thinking to protect and restore is good

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text resiliance is important, but should not be prioritised over other values

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Rāngai o Onemutu
Oriental Bay
Hue te Para
Lyall Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text should be prioritised for resources, given its 'first point of access' nature, and greatest usage by people

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text should be prioritised for resources, given its 'first point of access' nature, and greatest usage by people

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

all values are important and inter-related, but my prioritisation is:
access
protection and restoration
connection
resilience
mana whenua

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 330

Contribution ID: 35686
Member ID:
Date Submitted: Jun 13, 2025, 10:21 AM

Q1 **Name**

Short Text: Margaret Jeune

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: I support a bilingual approach where it comes to placenames. Wellington is a multicultural city. Both English and Māori placenames should be visible for clarity by both residents and visitors.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Dogs should be on leads in coastal areas where native wildlife such as penguins are at risk.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: I support the recognition of coastal cultural heritage such as is depicted at Te Kopahou Reserve.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text I support wildlife protection, controlling invasive species and coastal restoration.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I support planning for the impacts of climate change.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text I support making this area more accessible for pedestrians.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I would like to see a plan put in place to handle the invasive species of millipedes-the Portuguese millipedes when they emerge each autumn in Owhiro Bay, Wellington.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 331

Contribution ID: 35678
Member ID:
Date Submitted: Jun 12, 2025, 04:11 PM

Q1 **Name**
Short Text: AnneMarie Curtis

Q2 **Suburb**
Select Box: Karori

Q3 **Email**
Email:

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 332

Contribution ID: 35671
Member ID:
Date Submitted: Jun 11, 2025, 06:34 PM

Q1 **Name**

Short Text: Glen Baker-Clemas

Q2 **Suburb**

Select Box: Ngaio

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text: I dont mind either way, I like to think im respectful of the history, however am cautious as to how much time, effort and spend is applied to this proposal. It doesnt feel like its providing a balance, it feels like its swinging in the other direction. I dont think this proposal makes a balanced approach but I accept that it tries to.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: Agree there is an issue with vehicle access, as a regular around the red rocks costal track in my 4wd ive witnessed some horrific behaviour. This proposal suggests multiple approaches and then recommends an investigation to a permit system. I fully agree with the intent of this, however historically such a system managed by local government is expensive and I would say it would drive away plenty of the good people who spend many weekends enjoying what the coast provides in a safe and respectful way. And then how do you police this? the costs add up very quickly no matter what the solution. But doing nothing is also expensive. I have noticed a larger presence of NZ police and Fisheries officers over the last few years, I wonder if empowering them through legislation is a better approach? Maybe making it clearer that people can report bad behaviour directly to the council. I would be happy to discuss this further with the council.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text This is a must, we need to better tell our story to further not only our connection, but also the connection our visitors feel.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text No further comment, needs to be done.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text Mostly support, I do wonder if the language is a touch wrong in the proposal, but the gist I took away from it is that nature will be a large factor in the remediation and forward planning. The adaptive planning side of things is on point and needs to be called out more. What is the fix for one costal area, wont be the fix for another.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I think the plan seriously down plays the amount of 4wd use this area attracts. No matter what, if people are going to be in the area then there are going to be some bad eggs we will need to deal with. I've seen plenty of evidence of walks and bikers lighting fires, trashing the area and generally disrespecting the history and the environment of the coast. This costal track is one of the Gems of wellington, but it needs further improvements, those improvements need to be a balance of the good, the bad and the cost. (noting the cost of doing nothing is also expensive here).

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support

Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat oppose
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 333

Contribution ID: 35665
Member ID:
Date Submitted: Jun 11, 2025, 03:04 PM

Q1 **Name**
Short Text: Carl Leenders

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**
Long Text: I believe that vehicular access should be maintained along the Red Rocks area. This allows access to beautiful, remote areas for those with disabilities.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text While the environment is important, it is also there for us to use - and we shouldn't be afraid to use it. Manage it, yes, but also use it as the gift to us that it is.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I believe that the proposed permit systems, decreased maintenance, decreased hours and days of access for 4WD vehicles is the thin edge of a veiled plan to remove 4WD access to this area altogether. This is a huge blow to those who enjoy the outdoors in a responsible and respectful way, and those with disabilities or family members with disabilities.

In saying this, there are always the few morons who ruin it for the many. The vast majority of 4WD vehicles that access the area are by responsible, careful people who are grateful for the areas that they have to access. It is no secret that Red Rocks is a gathering ground for organized gangs from outside of the area to gather and sell any and all seafood (legal or not) on the black market outside of the region. I would 100% support the posting of a fulltime fisheries officer at the main gate

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose

Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Don't know
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Don't know
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Don't know
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text — Name changes are unhelpful and confusing and actually do very little in increasing acceptance or "ties" to the land or the earlier inhabitants of it, or anything else

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox — Yes

Response No: 334

Contribution ID: 35664
Member ID:
Date Submitted: Jun 11, 2025, 02:15 PM

Q1 **Name**

Short Text: Hamish

Q2 **Suburb**

Select Box: Johnsonville

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text Leave as is

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 335

Contribution ID: 35662
Member ID:
Date Submitted: Jun 11, 2025, 11:56 AM

Q1 **Name**

Short Text: Dan Cundy

Q2 **Suburb**

Select Box: Paparangi

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: This is great and should be promoted however there is far too much weight on Mana Whenua, Wellington coast is for everyone and that should be better reflected in the plan.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: Much of what is proposed here is great and much needed however as usual there is an attack on 4wd users, who are already restricted in how they can access the coast. Wellington is blessed to have such an amazing place accessible by 4wd and it would be a terrible shame if this was taken away from us from people who no doubt spend far less time on the coast themselves. Of course there are always bad eggs who need to be monitored but the vast majority of the people who drive the coast are some of the most compassionate costal environmentalists. WCC needs to stop trying to close out people from this activity, and start looking at how maintaining vehicle access can benefit the coast line. 4wd groups will be more than happy to support things such as native planting, pest trapping etc, shutting off or further restricting access is the wrong way to look at it. As usual the fun police are at the forefront of the plan

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text agreed

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text strongly supported other than further limiting 4wd access to red rocks. the impact of this activity is totally blown out of proportion and is enjoyed by many passionate locals. some individual opinions on this activity should not dictate access restrictions for the rest of us. Of course there are always bad eggs who need to be monitored but the vast majority of the people who drive the coast are some of the most compassionate costal environmentalists. focus on sorting out the people who don't play ball rather than penalising those who do this as a way of life. WCC needs to stop trying to close out people from this activity, and start looking at how maintaining vehicle access can benefit the coast line. 4wd groups will be more than happy to support things such as native planting, pest trapping etc, shutting off or further restricting access is the wrong way to look at it

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text agreed

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text let 4wd users remain. it will be a terrible shame if WCC took this away from and extremely passionate group of locals. closing people out is not the way forward, WCC should be looking at ways in how maintaining vehicle access can benefit the coastal environment. 4wd users and groups will be more than happy to facilitate the transport of planting equipment, traps for pest removal etc. To a lot of people this access is one of the best points about Wellington, it is treasured by so many. We surf, fish and dive around there. A handful of people doing the wrong thing should not give WCC cause to take this away from the many good people who I'm sure are far more passionate about our coastal environment than the people looking take away access.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

achieve something good for everyone, and the environment, not just they squeaky wheels.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 336

Contribution ID: 35658
Member ID:
Date Submitted: Jun 11, 2025, 10:05 AM

Q1 **Name**

Short Text: Craig Brown

Q2 **Suburb**

Select Box: Southgate

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Having a 4wd route around the south coast is essential. There's not many places you can take the family for a bit of fun and excitement with some minor 4wding. We often take the kids down and park up at devils gateway and explore the rock pools and check out the sea life. We often take fish and chis down and have a picnic. We always stay on the track and take our rubbish with us. By being able to drive there we getting the feeling that we are o an adventure. Having a disabled child we get to explore more ruggered and exciting coast line by being able to take the ute there. Please don't take this simple joy away from us. It's hard enough for us to find accessible coast as it is. It's becoming a nanny state.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support

water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 337

Contribution ID: 35656
Member ID:
Date Submitted: Jun 11, 2025, 06:42 AM

Q1 **Name**
Short Text: Jason Mann

Q2 **Suburb**
Select Box: Mornington

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I agree that 4wd access needs to be controlled to better protect the environment. However the damage is largely done by a small group of people who don't respect it.

Any access restriction needs to target this group. I believe this is best done via a permit system. This will have the added benefit of deterring poachers too.

Please consult the with local 4WD clubs
Such as the Wellington Cross Country Vehicle Club.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral

Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 338

Contribution ID: 35655
Member ID:
Date Submitted: Jun 11, 2025, 03:20 AM

Q1 **Name**

Short Text: David Patchett

Q2 **Suburb**

Select Box: Tawa

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: The coast holds equal importance to us all as New Zealanders. This is the peoples coastline we need to up hold all interests

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q12 **Please let us know a bit more about your choice.**

Long Text: Access should not be changed. Peoples coast. However better control to insure rules are followed are important, e.g; zero acceptance of poaching. Rubbish left to litter our coastline.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: All New Zealand culture should be strictly honored And recognized

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Access to the coast should stay the same and not be restricted to any level more than it currently is. This is the people of New Zealand coast. 4wd access should not be changed from what it is today. I personally have travelled this coast by 4wd, bike and foot for 50 years and the landslide environment has only improved since the commercial quarry was discontinued, certainly a lot safer! Yes all must keep to trails and respect heritage sites of all cultures

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Keep to focusing council on its core delivery of its services to rate payers. Status should stay as it is and not a cent more wasted on things the people of Wellington don't want.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 339

Contribution ID: 35653
Member ID:
Date Submitted: Jun 10, 2025, 10:05 PM

Q1 **Name**

Short Text: Karl Stirnemann

Q2 **Suburb**

Select Box: Mornington

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text:

4WD access facilitates responsible, low-speed recreational driving and is integral to the unique experience of Wellington's rugged coastline. Many residents and visitors engage with the coast through this activity, often combining it with other forms of nature enjoyment and conservation.

Restricting vehicle access would disproportionately impact users who rely on transport to reach remote or otherwise inaccessible areas, particularly those with physical disabilities or older citizens who cannot walk long distances over rough terrain. Managed access ensures inclusive enjoyment of public space.

Prohibition or restricting of 4WD access would not only disenfranchise responsible users but also risk creating unmanaged or informal access points elsewhere, increasing environmental harm.

I am supportive of requiring permits for access and recording vehicle registration to reduce illegal activities such as poaching in the area.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I am writing to strongly support the retention of designated 4WD access along the South Coast, particularly within areas such as the Owhiro Bay to Red Rocks route, which has longstanding significance for recreation, cultural access, and responsible engagement with the coastline.

This are is a cherished recreational area that supports diverse users, including families, fishers, surfers, divers, conservation volunteers, and those with limited mobility. 4WD access allows equitable use of these spaces for those who might otherwise be excluded due to physical ability, age, or remoteness of the terrain.

4WD access facilitates responsible, low-speed recreational driving and is integral to the unique experience of Wellington's rugged coastline. Many residents and visitors engage with the coast through this activity, often combining it with other forms of nature enjoyment and conservation.

Restricting vehicle access would disproportionately impact users who rely on transport to reach remote or otherwise inaccessible areas, particularly those with physical disabilities or older citizens who cannot walk long distances over rough terrain. Managed access ensures inclusive enjoyment of public space.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Don't know
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 340

Contribution ID: 35652
Member ID:
Date Submitted: Jun 10, 2025, 09:52 PM

Q1 **Name**

Short Text: Felix Cullen

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Don't know
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 341

Contribution ID: 35648
Member ID:
Date Submitted: Jun 10, 2025, 09:36 PM

Q1 **Name**

Short Text: Te Miri

Q2 **Suburb**

Select Box: Kilbirnie

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: This value aligns strongly with my support for upholding the cultural significance of the coastline. The emphasis on co-management, mātauranga Māori, and restoring traditional names is not only culturally affirming butwill also support more sustainable management practices informed by deep intergenerational knowledge.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: I recognises the importance of recreation and aims to enhance access equitably and sustainably. I also acknowledge the value of protecting sensitive areas and request designated vehicle access routes or seasonal allowances for responsible 4WD users with a conservation ethic.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: I appreciate the cultural and natural story of the coastline—something I experience intimately through diving, fishing and remote exploration. I support storytelling, design, and heritage recognition that will enrich users understanding and connection to these spaces.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text This is a core value for me. Targeted ecosystem restoration, invasive species control, and wildlife recovery directly support the health of the marine ecosystems on which I rely on as a diver and fisherman. I support the pathways and ask for co-designed approaches that allow low-impact activities like diving and fishing to continue in alignment with conservation goals

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I promote the long-term protection of the coast from climate threats. This is an issue that can affect the quality of water, marine life habitats, and even road and track access to fishing spots. The nature-first approach complements my ecological outlook.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Hue te Para
Lyall Bay
Te Kopahou & coastal route
Rangitatau
Moa Point to Breaker Bay
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Access for 4x4 vehicles: Given that this area is popular for 4x4 use, I seek clear guidance on permitted areas for vehicle access to avoid damage to sensitive coastal environments. The plan should specify where 4x4 access is allowed and where it is restricted to protect vegetation, dunes, and wildlife.

Diving access and safety: As a diving spot, maintaining safe and clear access points is important. Consideration should be given to signage and facilities (e.g., parking) that support divers without increasing environmental degradation.

Environmental protection: Any vehicle or recreational activity must be balanced against protecting fragile coastal ecosystems, including nesting birds and native plants. Regular monitoring and adaptive management plans should be included.

Cultural site protection: Ensure that 4x4 and other recreational use does not encroach on wāhi tapu or other culturally sensitive areas identified by mana whenua.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Recreational use management: The Southern Bays are heavily used for swimming, diving, and walking. The plan should address managing visitor impact, including waste, erosion, and disturbance to marine and coastal habitats.

Infrastructure: Consideration of additional amenities such as toilets, rubbish bins, and parking would support sustainable use but must be designed with environmental and cultural sensitivity.

Partnership with mana whenua: Ongoing engagement with mana whenua to protect cultural sites and integrate mātauranga Māori in conservation efforts is significantly important.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text Dog access and management: Given frequent dog walking, clear rules on leash areas, dog waste management, and sensitive ecological zones are essential to protect wildlife and maintain a safe, enjoyable environment for all users.

Diving considerations: As a diving location, maintaining safe entry and exit points, along with clear communication of any hazards or restrictions, would improve user experience.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Diving access and conservation: Maintain and improve facilities to support diving access without degrading coastal habitats. Monitor for any impacts on marine biodiversity from recreational use.

Cultural and environmental protection: This area has important cultural significance; protection of these values alongside recreational use must be prioritised.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Strong endorsement of mana whenua partnership: The emphasis on partnership with mana whenua, guided by the Tākai Here agreement, is critical and must remain central. Ensuring that kaitiakitanga responsibilities guide all coastal management will protect cultural values and natural resources.

Integration of mātauranga Māori: I support efforts to embed mātauranga Māori alongside scientific knowledge in decision-making. This approach strengthens environmental stewardship and honours local iwi/hapū relationships with the whenua and moana.

Balancing recreation and conservation: The plan acknowledges the need to balance recreational use with ecosystem protection. This balance is essential given the high recreational use along Wellington's coast, especially in areas important to tangata whenua and the community.

Pathway improvements: Pathways and access need to be managed sustainably to reduce erosion, protect wildlife habitats, and respect cultural sites, while still allowing public enjoyment.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 342

Contribution ID: 35647
Member ID:
Date Submitted: Jun 10, 2025, 09:20 PM

Q1 **Name**
Short Text: Peter Bent

Q2 **Suburb**
Select Box: Mount Cook

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**
Long Text: I'm opposed to permits for recreational 4wd access to red rocks. I agree with Sunday and public holiday restrictions.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text As mentioned, I'm opposed to permit system for 4wd access to red rocks and the southern coast.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 343

Contribution ID: 35646
Member ID:
Date Submitted: Jun 10, 2025, 09:10 PM

Q1 **Name**

Short Text: Joel Latimer

Q2 **Suburb**

Select Box: Mornington

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: I believe it is important that local names are restored to the motu.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I believe 4x4 access needs to be limited, I have been cycling around red rocks and had to crash into a rock to avoid being run over by a 4x4. I strongly support Te Kopahou Coast and Coastal Route Action table item 7 Implementing night-time and public holiday vehicle access closures to improve safety, reduce environmental impacts, and support non-vehicle recreation.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support

A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 344

Contribution ID: 35644
Member ID:
Date Submitted: Jun 10, 2025, 08:34 PM

Q1 **Name**
Short Text: Jared

Q2 **Suburb**
Select Box: Newlands

Q3 **Email**
Email:

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**
Long Text: Vehicle access needs to remain. Clubs are doing an amazing job helping maintain and teaching public about the area

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text 4wd access needs to remain to allow people to experience the amazing area and wildlife within.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 345

Contribution ID: 35643
Member ID:
Date Submitted: Jun 10, 2025, 08:33 PM

Q1 **Name**

Short Text: Tony Whiley

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: My family and I have been using this coastal area to teach generations about the outdoors. Nature and being responsible with our actions in such places. Using areas like this for driver training etc to then move on to being members of 4x4 clubs.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I think by restricting The vehicle access it will negatively affect the other users such as walkers and cyclists. The vehicles forge the track through the sand and rocks after a large tide or storm surge. If you watch the walkers they mostly walk in the vehicle tracks to avoid the soft and loose sand/gravel. Without the vehicle tracks the cyclists don't stand a chance and actually riding most parts of the coast.
The groups I've been involved with while using this area for 4wding have always been conscious of rubbish on the coastline. Everytime we stop we make sure before we leave we take whatever rubbish we can see. The vehicles travel much further than the walkers and reach areas that other clean up parties might never get to. I do understand that some of the rubbish comes from the vehicles themselves but the groups I've spoken to feel similarly to me

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support

Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 346

Contribution ID: 35642
Member ID:
Date Submitted: Jun 10, 2025, 08:32 PM

Q1 **Name**
Short Text: Tama Mitaera

Q2 **Suburb**
Select Box: Johnsonville

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Access to red rocks needs to remain open to anyone who wishes to access it, especially 4WD access. As well as being a national and global attraction to off-road drivers, there is a whole community of people in and around Wellington who regularly utilise the track for land and sea-based activities. Limiting or removing vehicle access to the track will cause large inequities in who can or cannot access it.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 347

Contribution ID: 35640
Member ID:
Date Submitted: Jun 10, 2025, 08:19 PM

Q1 **Name**

Short Text: Cam

Q2 **Suburb**

Select Box: Ngaio

Q3 **Email**

Email:

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Don't know

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
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Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Stop wasting money on crap bs

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 348

Contribution ID: 35627
Member ID:
Date Submitted: Jun 10, 2025, 02:03 PM

Q1 **Name**
Short Text

Q2 **Suburb**
Select Box — Brooklyn

Q3 **Email**
Email

Q4 **I am making this submission:**
Multi Choice — as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice — No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice — Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice — Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice — Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice — Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice — Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Strongly support the better management of 4WD recreational vehicles along the road to Red Rocks - would limit them significantly.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 349

Contribution ID: 35617
Member ID:
Date Submitted: Jun 10, 2025, 09:06 AM

Q1 **Name**

Short Text: Matthew Hill

Q2 **Suburb**

Select Box: Hataitai

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays
Hue te Para
Lyall Bay
Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Pāua Diving & Marine Life
• The Taputeranga Marine Reserve is a biodiversity hotspot, as a paua diver and spear fisher I appreciate that overharvesting outside the reserve is a concern. I also support anti-poaching efforts and marine restoration (e.g., kelp forests, pāua habitats).

Access & Recreation
• It would be great to see improved walking and biking access and the long-term vision for a historic coastal walkway to Mākara confirmed. This could ease pressure on overharvesting outside the Taputeranga Marine Reserve but may need funding for additional oversight from (the excellent) Fisheries Officers.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text Surfing & Surf Life Saving
• Continue to support for surf lifesaving and surf access as a priority.
• Lyall Bay Surf Lifesaving Club is an important amenity and service to the community, needs to be supported.
• The ex-Maranui Depot site should be considered for environmental restoration and recreation, this is a great opportunity.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text • Prioritise year-round access for swimming including the addition of a pontoon in the water like the existing examples at Oriental Bay and Island Bay. Sponsors could be sought (eg real estate companies in the area like Lowe and Co or Tommy's - both of these companies sponsor local events, have staff who are residents and are known to the community.
• Maintain existing amenities like the toilets and seating (hopefully the previous seats that were built into the timber retaining wall on Hataitai beach that is currently being replaced will return in some shape or form).
• Introduce the ability for Food trucks to enhance the recreational experience and encourage the mobile saunas that have been there in the summer of '24/'25 to return.
Cycling & Running
• The Tahitai cycleway continuous coastal path is a great concept and needs to be completed.

Ecological Protection
• Restoration of native vegetation and stormwater management should be key priorities.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Neutral
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
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Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 350

Contribution ID: 35543
Member ID: 4449
Date Submitted: Jun 09, 2025, 05:03 PM

Q1 **Name**
Short Text: Jack Tankersley

Q2 **Suburb**
Select Box: Newtown

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
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Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 351

Contribution ID: 35536
Member ID:
Date Submitted: Jun 09, 2025, 07:35 AM

Q1 **Name**

Short Text: Aydan

Q2 **Suburb**

Select Box: Tawa

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: Why should the maoris get any more say than everyone else? They dont own the land any more than a white person. This is highly racist and it strongly offends me.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Off-roading is something I enjoy responsibly, you cannot take it away. I have taken many overseas tourist around there and there is nothing else like it on the planet, they all love the area. It is such an iconic Wellington spot and having the ability to take a vehicle there makes seeing all of it within a day possible. Also, I do a lot of recreational diving around the far end, something that would never be possible without vehicle access. Therefore I strongly oppose closing the south coast and red rocks to 4x4 access.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text You cannot close this area to vehicles! It is a tremendous resource for entertainment, recreation, and fishing/diving.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
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Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Do not close Red Rocks to vehicle! Stop renaming everything with maori names, its racist and woke! the maoris should have no more say about naming and conservation than everyone else!

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 352

Contribution ID: 35523
Member ID:
Date Submitted: Jun 07, 2025, 02:43 PM

Q1 **Name**

Short Text: Frances Aston

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: I think the values are fine, but that they are very likely to conflict with one another. The plan doesn't give any indication of how these conflicts will be managed. eg. we know that dog recreation (dogs on beaches) harms wildlife, but I do not expect that dogs will be banned from beaches any time soon- it would be too unpopular and would reduce the public benefits.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text: I know the Council tried several years ago to reroute the road around the coast at Island Bay to go round the back of Shorland park. This was not supported at public consultation but it would undoubtedly benefit dune regeneration as well as extending the park down to the beach which would be great for families.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text I don't support the removal of litter bins from parks, I do not believe that people would take the litter home. Even with half empty bins, Shorland Park is full of litter after a fine weekend. The other source of litter is the recycling bins blowing over. I think people should be fined for putting them out the night before on days with a strong wind forecast.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I think fishing should be more controlled in the harbour. Kina are too established with few predators, and they are destroying the kelp forests. Kelp forests are a great breeding ground for native fauna and they also have an important role to play in tsunamis, as they can absorb energy. As well as help to manage carbon emissions. I'd like to see more coastal reserves for this reason.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I would like to see:
the coastal rd rerouted around the back of Shorland park to enable the dunes to regenerate and improve the park
dogs banned from the beach, and the ruff area nearby (opposite the beach) fenced instead. Or dogs on lead on the beach
the old surf rescue removed for restored - its an eyesore
a cycle way established between Owhiro Bay and Lyall Bay. I don't know how this could be established given the road is narrow, but the coast rd is flat and is ideal for cycling except for the trucks, buses, cars...

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

The draft plan didn't mention jet skiing - possibly because the sea is excluded from the plan? I worry about the impact of jet skis on our native fauna - whenever there is a whale or orca in the area, the jet skis come. I know that they are prohibited from being within a certain distance of these creature. but it doesn't seem to deter them. I think they should be banned from the marine reserve.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 353

Contribution ID: 35514
Member ID:
Date Submitted: Jun 07, 2025, 07:39 AM

Q1 **Name**

Short Text: Anthony

Q2 **Suburb**

Select Box:

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: Places can be recognised without restricting access to the general public. Coastal areas are unique and should be accessible to all for exploration and traditional recreational activities as we are all one.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Places can be recognised without restricting access to the general public. Coastal areas are unique and should be accessible to all for exploration and traditional recreational activities as we are all one.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text: Protecting coastal area without further restricting the current access limits to general public.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text These things are positive however without the actions of how listed in the question, it's hard to choose the agreement level, I support these things but not if it means restricting access. Working with local 4wd clubs for example could remove burden from some of the upkeep using volunteer days - stimulate to how the mountain bike groups to native tree planting and pest trapping.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text I think access should be maintained as there is always risk of injury, more likely with pedestrians and cyclists where 4wd's have been able to assist. Vehicle access should not be limited but more education around prohibition of starting fires during peak time, or a hotline to report inappropriate fire starting or irresponsible vehicle users.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Coastal areas are unique and should be accessible to all for exploration and traditional recreational activities as we are all one.

Education and community support to report antisocial behaviour is a more inclusive approach than removing access to these locations.

Removing access will also likely see a dramatic negative impact on other already suffering Marine environments sick as Lyall Bay and Eastbourne.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Coastal areas are unique and should be accessible to all for exploration and traditional recreational activities as we are all one.

Education and community support to report antisocial behaviour is a more inclusive approach than removing access to these locations.

Removing access will also likely see a dramatic negative impact on other already suffering Marine environments sick as Lyall Bay and Eastbourne.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 354

Contribution ID: 35513
Member ID:
Date Submitted: Jun 07, 2025, 07:14 AM

Q1 **Name**
Short Text: GW

Q2 **Suburb**
Select Box: Miramar

Q3 **Email**
Email:

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

It would be good to see some actions about investigating further public transport options to some of the coastal sites, for example to Scorching Bay or Tarakena Bay. Or some larger car parking areas that acted as hubs for people to then bike or walk from.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 355

Contribution ID: 35512
Member ID:
Date Submitted: Jun 06, 2025, 11:58 PM

Q1 **Name**

Short Text: David Phipps

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: Central government's job not Council. Focus on infrastructure and rubbish please

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: I read your views on restrictions to vehicles access to the south coast and then your statement about "improving access " and consider this process as disingenuous

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: Stop spending our money on unnecessary things

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text As

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text Every time WCC "improves" something it makes my life harder. From traffic to street lighting it's a debacle. Just stick to core functionality

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 356

Contribution ID: 35510
Member ID:
Date Submitted: Jun 06, 2025, 10:10 PM

Q1 **Name**

Short Text: Simon Xiao

Q2 **Suburb**

Select Box: Newtown

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: I take my 4WD around red rocks on a regular basis, to clear my mind and enjoy the scenery and what nature has to offer. Otherwise i will drive around the coast line to a calm and sensible bay for diving which also helps with my mental health where i spend time to reflect and observe the ecosystem under water in the ocean.

Restricting access would cause some issues. like who has the right and authority to access. I think the greater wellington region has a few examples where access is restricted to access by locals or Iwi. Example i can think of is Eastbourne.

I believe creating such a system isn't required if the users of the un formed road take care and share the space with other users.

I also believe vehicles have been able to drive in and around Red rocks for many decades.
having the gate closed on Sunday serves a great purpose to the greater public who wish to exercise, sometimes there are members of the public who are not so mobile and being able to be driven in and around the coast can be sentimental or bring back great memories to the individual.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text I take my 4WD around red rocks on a regular basis, to clear my mind and enjoy the scenery and what nature has to offer. Otherwise i will drive around the coast line to a calm and sensible bay for diving which also helps with my mental health where i spend time to reflect and observe the ecosystem under water in the ocean.

Restricting access would cause some issues. like who has the right and authority to access. I think the greater wellington region has a few examples where access is restricted to access by locals or Iwi. Example i can think of is Eastbourne.

I believe creating such a system isn't required if the users of the un formed road take care and share the space with other users.

I also believe vehicles have been able to drive in and around Red rocks for many decades.
having the gate closed on Sunday serves a great purpose to the greater public who wish to exercise, sometimes there are members of the public who are not so mobile and being able to be driven in and around the coast can be sentimental or bring back great memories to the individual.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I take my 4WD around red rocks on a regular basis, to clear my mind and enjoy the scenery and what nature has to offer. Otherwise i will drive around the coast line to a calm and sensible bay for diving which also helps with my mental health where i spend time to reflect and observe the ecosystem under water in the ocean.

Restricting access would cause some issues. like who has the right and authority to access. I think the greater wellington region has a few examples where access is restricted to access by locals or Iwi. Example i can think of is Eastbourne.

I believe creating such a system isn't required if the users of the un formed road take care and share the space with other users.

I also believe vehicles have been able to drive in and around Red rocks for many decades.
having the gate closed on Sunday serves a great purpose to the greater public who wish to exercise, sometimes there are members of the public who are not so mobile and being able to be driven in and around the coast can be sentimental or bring back great memories to the individual.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I take my 4WD around red rocks on a regular basis, to clear my mind and enjoy the scenery and what nature has to offer. Otherwise i will drive around the coast line to a calm and sensible bay for diving which also helps with my mental health where i spend time to reflect and observe the ecosystem under water in the ocean.

Restricting access would cause some issues. like who has the right and authority to access. I think the greater wellington region has a few examples where access is restricted to access by locals or Iwi. Example i can think of is

Eastbourne.

I believe creating such a system isn't required if the users of the un formed road take care and share the space with other users.

I also believe vehicles have been able to drive in and around Red rocks for many decades.
having the gate closed on Sunday serves a great purpose to the greater public who wish to exercise, sometimes there are members of the public who are not so mobile and being able to be driven in and around the coast can be sentimental or bring back great memories to the individual.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I take my 4WD around red rocks on a regular basis, to clear my mind and enjoy the scenery and what nature has to offer. Otherwise i will drive around the coast line to a calm and sensible bay for diving which also helps with my mental health where i spend time to reflect and observe the ecosystem under water in the ocean.

Restricting access would cause some issues. like who has the right and authority to access. I think the greater

wellington region has a few examples where access is restricted to access by locals or Iwi. Example i can think of is Eastbourne.

I believe creating such a system isn't required if the users of the un formed road take care and share the space with other users.

I also believe vehicles have been able to drive in and around Red rocks for many decades.
having the gate closed on Sunday serves a great purpose to the greater public who wish to exercise, sometimes there are members of the public who are not so mobile and being able to be driven in and around the coast can be sentimental or bring back great memories to the individual.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 357

Contribution ID: 35508
Member ID:
Date Submitted: Jun 06, 2025, 09:57 PM

Q1 **Name**

Short Text: Tony Coulman

Q2 **Suburb**

Select Box: Owhiro Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text: I think the strengthening of cultural values and connection is valuable, however to be considered also in consideration with recognition of the strong historical connection with Italian fishers and settlers.

Opportunities for enhancing coastal pathways and connections such as Makara to Red Rocks would be a significant asset for all.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Strongly support the concepts to explore promoting better 4WD behaviour in coastal zone 1 red rocks area. As a keen local diver I have a 4WD and do access this area for recreation, but in a manner that is considerate of walkers and other users and stick to the high beach access to access bays beyond Sinclair head. Over the last 20 years I have noticed increasing demand and some poor behaviour so would support night time closures and exploration of a permit system. However practicable administration and policing of a permit system may be challenging. As a responsible local I would like to think I could apply for a permit to access this area of coast in a responsible way. I am also supportive of continued Sunday closures and Public Holidays moving forward.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Strongly ongoing coastal dune, planting and landscape enhancement.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Refer to my main submission on access for 4WD within this edition. As a keen local diver I have used a 4WD to access bays past Sinclair Head for over 20 years in a responsible manner I.e. keeping to the main track at the top of the coast and being courteous to walkers and cyclists. In recent years I have observed far more pressure on the coast, especially on weekend and PHs, as well as anti social behaviour such as irresponsible 4WD use, littering/dumped beer bottles and unattended fires. I've also observed increasing night time 4WD access - to what purpose! I support investigation of a permit shyster to promote responsible access and would like to think as a local I could apply. Administration and policing of such a system could have some challenges that need to be managed. Sunday and PH closures are also supported to provide walkers and wildlife a break from 4WD activity.

I also think the idea of exploring a coastal walkway from red rocks to makara would be a great asset.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text Support continued access to the beach for responsible dog owners. Ongoing dune protection and planting is critical and the landscape Values/ecology could certainly be enhanced e.g. on Taputuranga Island and parts of the foreshore.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 358

Contribution ID: 35507
Member ID:
Date Submitted: Jun 06, 2025, 09:39 PM

Q1 **Name**

Short Text: Daniel

Q2 **Suburb**

Select Box: Newlands

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Neutral

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I have zero issues with permits, assuming they're free and managed well. Public holiday closure isn't ideal, it's the time that people get to head out in whatever means of transport they use.

The nighttime closure would be super unfortunate - being able to use a 4WD to push well out around the coast for night sky viewing, photography would be lost. Being able to take my vehicle means I don't have to risk a multi hour walk through rough terrain with camera gear - and means I can return home the same night.

Better education and maybe better signage around using a 4WD in the area is going to be far more beneficial than closing it off - the majority of drivers slow and and look after the place. For the most people they're not demanding the council maintain the route to a high standard and the clubs and individuals are willing to undertake a level of maintenance

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose

Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 359

Contribution ID: 35506
Member ID:
Date Submitted: Jun 06, 2025, 09:22 PM

Q1 **Name**
Short Text: Taylor

Q2 **Suburb**
Select Box: Mount Victoria

Q3 **Email**
Email:

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: I go 4 wheel driving at least once a week at red rocks and it is one of the major aids for my mental health

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text As a 4 Wheel driver who regularly uses red rocks and enjoys being the able to enjoy the area while sticking to the main tracks I think it would be a great shame if such an amazing area was closed due to the actions of the minority of people determined to ruin the access for others. I think less harsh solutions to begin would such as more fisheries patrols and infringements for dangerous driving on the beach and fires would be a better start than clamping down on access to one of the best pieces of New Zealand so close to a major city

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
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Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways,

and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 360

Contribution ID: 35504
Member ID:
Date Submitted: Jun 06, 2025, 08:34 PM

Q1 **Name**

Short Text: Kevin Cartwright

Q2 **Suburb**

Select Box: Ngaio

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I'm excited to hear about intention to allow more freedom camping, that would be an awesome experience.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I feel strongly that reducing vehicle access will provide a much better experience for the majority of reserve users. The report says they are less than 10% of users, but the disruption caused makes it feel like they have an outsized impact on how peaceful and restorative a visit can be for those of us who choose to walk and cycle. Fully in support of the plan!

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at

Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
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Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

All in all this feels like a strong vision and a compelling way forward. As a keen outdoor user, I am excited to see what develops!

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 361

Contribution ID: 35503
Member ID:
Date Submitted: Jun 06, 2025, 07:45 PM

Q1 **Name**

Short Text: Luke

Q2 **Suburb**

Select Box: Mount Cook

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: I don't believe any one people should have more authority over any land in NZ than any other people.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: I think I theoretically agree with what you are trying to do, but in reality I oppose the ways this council implements "solutions" which usually involve restricting access to things that bring people joy.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: Again the way this is worded is cryptic, what are you trying to do? If you plan on restricting access in any way, I am against this.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q16 **Please let us know a bit more about your choice.**

Long Text I don't support overly strict enforcement that prevent people from enjoying the coast in favour of the nature that the people are trying enjoy.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text I don't support a nature first approach, I support a people first approach with a healthy integration of nature to allow all people to enjoy nature including 4wds and motorcycles. However I do enjoy the challenge that the coastline provides and don't think that we need to spend money on maintaining coastal roads. Let nature determine the coast we enjoy.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Please don't make any changes to Red rocks Vehicles access, it is one of my favourite things about this city. Out there you are free to enjoy nature, especially at night. I have spent many nights enjoying the stars way out at red rocks. I don't think requiring permits is a good idea, it will prevent many people from enjoying the area.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
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Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 362

Contribution ID: 35502
Member ID:
Date Submitted: Jun 06, 2025, 07:32 PM

Q1 **Name**

Short Text: jeffrey Benjamin Grove

Q2 **Suburb**

Select Box: Southgate

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: New Zealand is for all New Zealanders. Maori should not have any extra ability to influence governance decisions over New Zealanders of any other ethnic make-up - i.e. we all get to vote in the local and central government elections and make submissions on proposals (such as this).

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text

I agree with the protection of the environment but am opposed to a tikanga-based permit system. You rightly state fisheries compliance sits with MPI - the council should "stick to its knitting".
NZ is a multi-cultural, multi-ethnic, community of people with many religious belief systems. It is not / should not be (local or central) government's role to enforce one of those culture's beliefs or practices over any others. An individual may choose to respect or adhere to other cultures' practices or beliefs, but it should not be enforced or promoted by government. Therefore, I am opposed to any council recognition or support of these, including imposition of rahui.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

The is a significant body of evidence that most climate modelling is highly inaccurate. Despite predictions in the early 2000s that whole nations would be under water by 2015, this has not happened. there is verifiable evidence at numerous locations around the globe that after 100-200 years of monitoring there has been no change, and it has been reported that recent studies show the ice at both poles have grown significantly. Planning for sea-level rise is a waste to time and money.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

The impacts of 4wd are overstated, as is the anti-social behavior. I have been accessing the south coast via 4wd for @ 50yrs to enjoy the scenery and wildlife, as well as to fish. I personally would not be physically able to visit the area or dive if 4wd'ing was limited or banned and this would have a significant impact to my mental and spiritual wellbeing. Over the years 4wd access has also enabled me to share the area with thousands of others who otherwise would not have been able to enjoy it.
There have been some bad-eggs but you get this in any community and in my experience the bad-eggs are a very insignificant minority. The vast majority of 4wd'ers are courteous, respectful, and community minded. I have been involved with many organised 4wd beach clean-ups in areas where it would not be practical by foot, and organised or not, I and many other 4wd'ers collect plastic etc. washed up from the sea every time we see it.

The Red Rocks coastal track is the last publicly accessible 4wd track in Wellington. It must remain open so that a significant part of the wellington community (& the generations to come) are able to access some of the most beautiful, rugged, and truly remote parts of our coast beyond Sinclair Head.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Maori names could be used in conjunction with existing names but should not replace them - in doing so we will continue to lose the significant non-Maori heritage of this land.

The council should proactively look to open up other areas of its estate to 4WDs to reduce the pressure on Wellingtons only public access 4wd track at Red Rocks.

Fires should be permitted on beaches between Sinclair Head and Oteranga bay during Winter and the FENZ Open fire season

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 363

Contribution ID: 35500
Member ID:
Date Submitted: Jun 06, 2025, 07:16 PM

Q1 **Name**
Short Text: Matt

Q2 **Suburb**
Select Box: Broadmeadows

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**
Long Text: I would like to protect the property while also being able to use and enjoy it

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text: I believe access should remain for whatever recreational activity people would like to undertake. These should ofcourse should not damage the land.

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**
Long Text: I would like to see the coastline conserved while also being naturally shaped by the people passing over the land, whatever that may look like.

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Taking the wildlife should not be taken for granted, it should be controlled.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text It will be shaped by all those who pass, if restrictions are put in place then it will no longer be shaped by the people which makes it special

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I believe access should remain to all vehicles to allow the overall use of the coast to remain to all parties and allow this space to continue to be naturally shaped by all that pass over and enjoyed by so many. Restricting access will only prevent people from enjoying the area

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 364

Contribution ID: 35497
Member ID:
Date Submitted: Jun 06, 2025, 05:27 PM

Q1 **Name**

Short Text: Jez Weston

Q2 **Suburb**

Select Box: Brooklyn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: I regularly access the Te Kopahou Reserve coastline and beyond as a runner, mountain biker, and motorcyclist. I support the continued access, including motorised access, as a way for all people to experience the coast for recreation and enjoyment.

I recognise the issues that come with public access and the need to balance the impacts of all different forms of access. The current restrictions on motorised access are sufficient to ensure that balance. I do not support stricter management of motorised access. I believe the impacts that the management plan notes can be dealt with without further restricting access.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
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A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 365

Contribution ID: 35495
Member ID:
Date Submitted: Jun 06, 2025, 05:01 PM

Q1 **Name**
Short Text: Doug

Q2 **Suburb**
Select Box: Island Bay

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Rangitatau
Moa Point to Breaker Bay

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses

for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 366

Contribution ID: 35494
Member ID:
Date Submitted: Jun 06, 2025, 03:49 PM

Q1 **Name**

Short Text: Rebecca Haig

Q2 **Suburb**

Select Box: Northland

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: Dogs pose a huge risk for native birdlife so any dog area sshould be carefully managed.
There are already a lot of dog parks around so keeping dogs away from the coast or restricting them to just a few coats could be considered.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Kia ora
I just want to point out this consultation itself is not accessible to our disabled people.
If you really want to include disabled people's feedback, this consultation should be available in accessible formats (NZSL video, braille, audio, easy Read) and the draft plan should be too.
A PDF is not accessible for a screen reader, so you are excluding a lot of blind people from accessing the information.
Disabled people will be excluded from having their say if they can't access this information in a way that suits them.
Alternate formats are done via the Ministry of Social Development and a Google search will get you the information on this that you need, to hopefully make consultations accessible going forwards.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 367

Contribution ID: 35491
Member ID:
Date Submitted: Jun 06, 2025, 11:58 AM

Q1 **Name**
Short Text: David

Q2 **Suburb**
Select Box: Miramar

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text: We don't need ppl ruining stuff that is perfectly fine, no to bs agendas.

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**
Long Text: The coast changes all the time from storms, 4wds do next to no damage compared to storms, stop all bs agendas

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Somewhat oppose

Q14 **Please let us know a bit more about your choice.**
Long Text: No we don't need this.

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text Leave as is.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

We don't need to change names, leave red rocks as it is a place for 4wd , and walkers, if you want to get poachers send the fishery officers.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 368

Contribution ID: 35490
Member ID:
Date Submitted: Jun 06, 2025, 10:58 AM

Q1 **Name**

Short Text: Maggie McConville

Q2 **Suburb**

Select Box: Kilbirnie

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Hue te Para
Lyall Bay
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text I have a feeling that Lyall Bay is going to be changing quite a bit with the new Lyall Bay Junction and other improvements in the retail sector. I am heartened to see WCC wanting to ensure the Bay doesn't lose its environmental protections and purpose. Lyall Bay beach is a gem and should be the focus of that area, not a shopping district.

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text I am particularly interested in the action point of investigating making these roads more pedestrian-friendly and working toward a large-scale, connected walkway. At the moment, it feels like you need a car to access these areas, which is very un-Wellington. I'm not sure I quite understand what the point about trialling restricting/closing the road means, but I like the idea of investigating a one-way traffic system so there is a better walkway along this area.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Don't know
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more

accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Love the idea of changing/adding names to these locations to better represent cultural/historical identities and events. Really appreciate wanting to reevaluate existing structures (eg old jetties) for use and purpose, with the aim of optimising recreation/environmental activities. I think that's great. Also love the idea of slowly phasing out existing leases in reserve areas to better protect them in the future. I also really love the focus on ensure connectedness through long-distance walkways/cycleways etc.

Re Appendix A I really appreciate that temporary fixtures like food carts and coffee carts will still be allowed in these areas. It's such a Wellington tradition to go for a long walk and stop by a coffee cart for a drink and a snack.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 369

Contribution ID: 35486
Member ID:
Date Submitted: Jun 06, 2025, 12:30 AM

Q1 **Name**

Short Text: zachary thomson

Q2 **Suburb**

Select Box: Seatoun

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Many boat ramps around the coast need frequent maintenance but do not receive it restricting the acessablity and saftey of launching boats kayaks and other watercraft, seatoun is extremely dangerous in a large shorebreak and often the boat ramp is hidden under soft sand, requiring people to be pulled out on occasion. other boat ramps such as the multiple Evans Bay boat ramps, are very slippery and dangerous to launch and retrieve watercraft on, I personally have nearly slipped and fallen many times and have heard some people falling and injuring themselfs.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text I believe a harsh crackdown on poaching is needed to sustain the coastal ecosystem, especially in the redrocks area, as it receives frequent poaching of paua and other species, more frequent checks and possibly a fisheries officer posted at all times arround redrocks checking vehicles and people

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I personally love to drive Redrocks and have had many good times around there, I have found the general community who offroads around there, especially past the gate is very respectful and cares for what we have access to. However, there are outliers and some who have no care for the environment, leaving parts, litter and going off the track into the restricted reserve area near the beginning.
I disagree with closing the gate on public holidays as this is no different to the traffic it receives on a Saturday, drivers and walkers in my experience, have a level of respect for each other, slowing down when passing walkers and walkers moving to the edge of the track to allow drivers to pass safely. I both agree and disagree with closing the gate during night times, as while it would partially prevent poaching and improve saftey preventing people from entering in vehicles in the dark. However i have had multiple trips where we planned to be back early evening and it quickly turned very late due to breakdowns, breakages and towing others back (sometimes needing another person to come out and assist as well. If the gate were closed during nights on these occasions, we would be forced to either stay in out trucks till it was opened or figure out some sort of transport home, leaving vehicles there. This would be a major inconvenience and risk to people damaging and looting vehicles. Living near the coast, many trips are spontaneous and not planned in advance, as it is a fun and easy drive and a good place to get out and enjoy nature.
Having permits would greatly decrease the ability to go out and enjoy the coast that we have.
The gate should definitely be maintained to a point, but not making it easy to pass as it acts as a natural barrier to those who do not have suitable vehicles for what is further along (the softer sand and unclear tracks), preventing even more recoveries and rescue jobs.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Somewhat oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 370

Contribution ID: 35485
Member ID:
Date Submitted: Jun 05, 2025, 11:31 PM

Q1 **Name**

Short Text: Henry Allison

Q2 **Suburb**

Select Box: Kilbirnie

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: No single group should have power over coastal areas which are already on public land.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: Nobody wants restricted access to areas we all enjoy. In particular, I don't want to see restricted 4WD access to Red Rocks coastal road. Closed on Sundays is more than enough. There aren't many public places to drive off road in Wellington and vehicles allow access to people with limited mobility, so that everyone can enjoy our coastal areas.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: Don't tell people what they can and can't do with the coastal properties. Coastal baches should be allowed to be leased privately.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q16 **Please let us know a bit more about your choice.**

Long Text This is the only thing that you should worry about spending money on/changing. Environmental protection is very important and should be managed in a way that doesn't sacrifice recreational use of our coasts.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Neutral

Q18 **Please let us know a bit more about your choice.**

Long Text Don't spend all our money on this.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Do not restrict vehicle access to this area.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Somewhat support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Neutral
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat oppose

A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

The plan is unnecessary. Just leave our coasts how they are for the most part and save some money for fixing existing infrastructure and conservation. Plant some native plants and maybe fence off a couple of sand dunes, then call it a day.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 371

Contribution ID: 35484
Member ID:
Date Submitted: Jun 05, 2025, 11:15 PM

Q1 **Name**

Short Text: Steven Skells

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Neutral

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q12 **Please let us know a bit more about your choice.**

Long Text: I frequently use my 4x4 to access the south coast beaches past Red Rocks. This has been a family activity to fish, snorkel and dive. I'm a member of the Wellington Surfcasting and Anglers club and access to the south coast at night allows me to catch species that I normally wouldn't be able to during the day. Please do not remove or restrict further our access. It is one of the special places that make Wellington unique globally.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: Not interested

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q16 **Please let us know a bit more about your choice.**

Long Text I read between these lines and see that it will mean the removal of 4wd access. Therefore I'm strongly against.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat oppose

Q18 **Please let us know a bit more about your choice.**

Long Text Nature is not first. Humans are first and we should be operating in a sustainable way. I feel that there are ways to ensure sustainablility is reached without cutting 4wd access to the south coast.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I don't know what te kopahou is but from the lack of other options i can only assume that this section deals with Red Rocks. Please don't remove our 4wd access at night. I will drive out and fish from the afternoon until late at night.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text This area has already been blocked for fishing. I also selected this as I'm unsure if this includes the southern bays past Red Rocks. Please do not restrict 4wd access at night. That is when I'm able to fish for specific species that I wouldn't normally be able to catch during the day.

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Somewhat oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose

Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Neutral
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Somewhat oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Stop spending money that the council doesn't have on these projects. Reduce our rates and create a sustainable infrastructure before wasting miney on these high moral ground projects. Cut spending! Less new, fix the old.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 372

Contribution ID: 35483
Member ID:
Date Submitted: Jun 05, 2025, 10:40 PM

Q1 **Name**

Short Text: Ashton birdling

Q2 **Suburb**

Select Box: Tawa

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: .

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice:

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice
Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text
Leave the 4wd access how it is

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 373

Contribution ID: 35482
Member ID:
Date Submitted: Jun 05, 2025, 09:19 PM

Q1 **Name**

Short Text: Stephen Grove

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: Nothing should ever be apportioned on he basis of race or ethnicity.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat oppose

Q12 **Please let us know a bit more about your choice.**

Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Neutral
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Neutral
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Somewhat oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Neutral
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Neutral
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Neutral

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 374

Contribution ID: 35481
Member ID:
Date Submitted: Jun 05, 2025, 09:04 PM

Q1 **Name**
Short Text: Jordan Mckenzie

Q2 **Suburb**
Select Box: Takapū Valley

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Neutral

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly oppose

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly oppose

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix
A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly oppose
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly oppose
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly oppose
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly oppose
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Neutral

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Somewhat support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly oppose

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 375

Contribution ID: 35480
Member ID:
Date Submitted: Jun 05, 2025, 05:28 PM

Q1 **Name**

Short Text: Matt

Q2 **Suburb**

Select Box: Karaka Bays

Q3 **Email**

Email:

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q10 **Please let us know a bit more about your choice.**

Long Text: I don't support public assets being controlled by non-democratic institutions. I resent the implication that mana whenua have a greater level of connection with the land than other groups of people or should have a greater level of influence on the management of public spaces.
Drop this as a value

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: As noted in 4- this is stuff Council should be spending time on.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly oppose

Q14 **Please let us know a bit more about your choice.**

Long Text: Storytelling is a waste of money- rates are too high. It is just a coast, don't overthink it. This all sounds like nice to have from a Council where rates are through the roof.
Your pathway 3.3 is just a repeat of the first value about mana whenua, you don't need it here too- a coastal cultural interpretation project is a waste of money, I don't need my Council spending money on educating me about culture- we have a school system for that and library. I am an adult, I don't need the Council educating me.

Drop this whole value- focus on 3 and 4.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text This is the stuff Council should be spending time on- actually managing the physical coast, not telling stories about it.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Somewhat support

Q18 **Please let us know a bit more about your choice.**

Long Text Sounds fine

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Whanga Rāwhiti
Eastern Bays
Ākautangi
Cobham Dr to Point Jerningham

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text Scorching Bay is fine- please don't expend more money on 'enhancing amenities' there. The parking spaces are narrow, but just repaint them when you are next resealing the road as per normal resealing schedule- avoid extra cost.

I don't know why Eastern Bays needs a 'landscape and amenity' plan- isn't that what this plan is? i.e. you have actions to enhance amenity at Scorching Bay in this plan.

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text It would be great for some very simple lockers at Hataitai Beach (where you bring your own padlock)- for cyclists or walkers to lock valuables when they are commuting but want to stop for a swim.

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Neutral
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Don't know
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Don't know
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Don't know
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly oppose
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly oppose
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Somewhat oppose
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly oppose
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly oppose
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly oppose
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly oppose
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

I do not support this plan- it is another Council plan filled with even more ideas to make things better and better and better. Ratepayers are broke, please just leave things as they are. Stick to core Council business of managing facilities and physical spaces, stay away from all the education and culture building work- this is not the role I personally want my local Council to be doing. There are plenty of do good community groups who can progress all the social stuff under their own steam rather than ratepayers having to do all of this.

How about a plan that just says: 'We looked at it and found that, in the context of the other costs facing the city, the coast is pretty ok really. Our plan is to just keep it as it is for now while limited ratepayer financial resource is directed to more pressing city needs. The end.' That would be a great plan!

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 376

Contribution ID: 35478
Member ID:
Date Submitted: Jun 05, 2025, 04:16 PM

Q1 **Name**

Short Text: Lesley Picking

Q2 **Suburb**

Select Box: Owhiro Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: I live in Ōwhiro Bay near Te Kopahau and always feel saddened that there is no public information available about the indigenous history of our amazing coastline. For example the estuary of Owhiro Stream is spoken about in a wonderful myth about the Atua Rongomai who took the form of a comet and crashed to earth at Te Hapua-o-Rongomai - the sacred pool of Rongomai. Yet there is no signage near the stream or the carparks etc telling this story. Similarly, there is no signage to explain the significance of sites of kainga or pa for those walking to Pariwhero. The only signage in the area is related to 4WD'ing or fire hazards. There isn't anything to build the cultural knowledge of those visiting the area - which includes a lot of tourists who would be interested in this history.

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Somewhat support

Q12 **Please let us know a bit more about your choice.**

Long Text: As someone one living on the 'frontline of the action' I would take a stronger approach to management of the Red Rocks track. Whilst shutting the gate at night is a good start, it doesn't address the increasing number of 4WD's using the track over the past 15 years I have lived here. Some of those drivers egg each other on to attempt to drive in precarious areas and dangerous ways and pedestrians and cyclists have to get out of the way when they are driving on shingle as the vehicles can't slow down without getting stuck. Dirt bikers are also considering the track to be somewhere to 'go hard'. They speed, they go off track, they try to mount the scree slopes, and electric motorbikes are so quiet often walkers can't hear them coming around tight bends. There is even a FB page dedicated to showing off photos and videos of people getting their vehicles stuck and towed out and showing off their bravado. They don't follow the rules at Red Rocks and there are often children present in those vehicles without using child carseats or seatbelts, their dogs are allowed to roam free across the track, and frequent fires being lit by these drivers despite knowing it's not allowed. It's like just being on the track allows them to cut loose and do as they like. They don't care about the natural environment or the safety of others.

Last summer there were 4WD rallies organised through FB with up to 80 vehicles meeting up to traverse the track en masse. This kind of activity isn't managed by any authorities and brings up lots of questions - who is liable if there is a serious injury? Where are participants going to the toilet? Who clears up the rubbish after these events? Who enforces speed limits and ensures they aren't driving on planted areas or birds nests among the shingle?
I have never known any kind of enforcement to occur on the track. It's a public road so the ranger isn't responsible. Animal enforcement never visits the track. We walk there daily and our dog is generally the only one on a lead and when asked about it by other dog owners they claim to not know that dogs are to be on leads. We see dogs off lead on Ōwhiro Bay Parade and the foreshore there every day. I am sick of doing the job of reminding owners to leash their dogs as I often get a mouthful of abuse. But we have personally known of three Korora that have died of dog attack opposite our home in the past few years. It's upsetting for our community of trappers and Korora supporters.

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text See my answer above about more cultural signage and storytelling in Ōwhiro Bay, Te Kopahau, Rimurapa and Pariwhero.

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text Over the last 15 years of living here in Owhiro Bay we have noticed a growing amount of care and input from our little community. We plant the verges with WCC plants, keep an eye on the Korora, collect rubbish and trap for pests etc. It's the increasing number of visitors coming to the area who behave badly. There wouldn't be a week where we don't see someone trying to fish or collect shellfish in the reserve, or pitching a tent or parking a camper overnight on the verge, or lighting fires and leaving rubbish behind. It gets tiring to call WCC or DOC or whichever authority to report bad behaviour so many things don't get reported. You can also get abused by asking someone to put out their fire or not to collect koura in the reserve. Some people can be very threatening.
Also, there is confusion about the status of the verges and coastline above the high tide line. On one side of Owhiro Bay WCC give tickets to those parking on the footpath. Yet on the Te Kopahau-adjacent coastline where I live there are cars parked on the footpath every single day. And often trucks and trailers too. And they never ever have been ticketed even though they are damaging the grass on the verge. Recently someone came with a trailer and chainsaw and cut up and took away an enormous 8 metre native log on the beach that has been there since 2013. People used it as a seat for years. WCC said it was on the beach so not on their land. DOC said it was above high tideline so not their concern. So theoretically the area above high tide and below the verge of the road has no protection from misuse at all! These designations are ridiculous and don't make sense - householders aren't allowed to carefully trim/manage the taupeta so they can better see the ocean from their homes yet those not living here can come and use a chainsaw on the beach with no consequences.

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text I'm super proud of the way residents of Ōwhiro Bay have worked with authorities to manage our risk during times of waves over-topping and surges. Between our What's App group and the school's disaster hub we have each other's backs. Every resident is checked on and because of our disaster-preparedness public meetings we all know what to do and where to go The grading of the beach makes a huge difference when there is a surge and I hope WCC keeps that up, and eventually considers putting in a seawall opposite #80 where the fence always gets taken out by waves.

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text I am concerned about the anti-social, unsafe and illegal activities like poaching and dangerous driving that occurs on the Red Rocks track. In the 2002 Coastal Management Plan WCC stated they expected the number of vehicles on the track to decrease, but the number of drivers using the track is increasing year by year as second hand 4WD's become cheaper and more available.
On Ōwhiro Bay Parade speeding vehicles are a constant concern to residents especially on the straight pieces of road between Owhiro Stream and the old boat ramp, and the old boat ramp and Te Kopahau carpark. We see motorcyclists with no helmets racing each other, 4WD's revving up at the carpark and going down Ōwhiro Bay Parade at great speeds. Boy racers in fast cars trying to outdo each other by slamming on their brakes at the corners

at the last minute.
I love that Te Kopahau has become such a popular place for tourists and locals to visit and that number increases every year. But that means more cars = more dangerous drivers and the need for speeding to be regulated. More pedestrians = the need for better footpaths. And more anti-social or dangerous behaviour which can only be addressed with better use of security cameras at Te Kopahau and follow through of WCC staff when rules are being broken. For example people let off fireworks at Te Kopahau all November-long despite signage telling them not to do so. And freedom campers park up in front of people's houses or the verge opposite and sleep there with no reaction from WCC.
The yearly increase in visitors means you need more rangers in the area giving infringements out, more police on regular patrol, more animal control interactions with off lead owners and stronger language on signage re lighting fires etc. And to ensure vehicles stick to safer speed limits via speed humps or chicanes like there are in similar coastal suburbs like Breaker Bay or Karaka Bay.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Somewhat support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Neutral
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Somewhat support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text On the whole I am pleased with the plan. Good job.

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 377

Contribution ID: 35476
Member ID:
Date Submitted: Jun 05, 2025, 02:38 PM

Q1 **Name**
Short Text: Yuliya Bozhko

Q2 **Suburb**
Select Box: Strathmore Park

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**
Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Don't know

Q10 **Please let us know a bit more about your choice.**
Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**
Long Text:

Q13 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**
Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**
Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Rangitatau
Moa Point to Breaker Bay
Mātai Moana coastline
Shelly Bay Rd & Massey Bay Rd

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text Council should really prioritise providing bathrooms near the start of Eastern Walkway/Wahine Memorial Park. The area is getting increasingly popular and lack of amenities is very noticeable making is less accessible and more polluted.

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text Another solution for Shelly Bay Rd and Massey Rd is to have a scheduled weekend and public holidays gate closure from Shelly Bay to Scorching Bay. This approach is utilised in extremely popular Golden Gate Park in San Francisco where JFK Drive is closed to cars on weekends and public holidays making it an amazing pedestrian-only/bike space. The most popular time for recreational activities along the Shelly Bay Rd and Massey Rd are weekends, but narrow road is often prohibiting to less experiences cyclists, kids on bikes, and runners/walkers having to negotiate with cars. Putting the gates just past Shelly Bay (going from Miramar Cutting) and just past Scorching Bay (going from the direction of Karaka Bay) will ensure ample parking spaces at both ends. It won't impede any local business (it will still allow access to food delivery trucks, and won't require business closure) and would encourage more recreational activity from Wellingtonians.

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. -

Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Strongly support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Neutral
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Somewhat support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Somewhat support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 378

Contribution ID: 35475
Member ID:
Date Submitted: Jun 05, 2025, 02:11 PM

Q1 **Name**

Short Text: Etienne Wain

Q2 **Suburb**

Select Box: Wellington Central

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text:

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: Accessibility is very important.
Stronger measures against off-leash dogs needed. Fewer off-leash coastal areas - on-leash as a maximum where there are any birds nesting

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text:

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Te Kopahou & coastal route

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text Dogs should not be allowed from Pariwhero onwards as they pose a danger to seals and vice versa.

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals. - Strongly support
Strengthening dune management: Giving dunes more space to move and function as natural coastal defences. - Strongly support
A new approach to 4WD access at Te Kopahou: Introducing new management options for 4WD access, including closing gate access at night, and future planning for a permit-based system - Strongly support
Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections. - Strongly support
Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access. - Somewhat support
A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana. - Strongly support
A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support

Strengthening Māori identity on the coast: Restoring Māori place names, cultural storytelling, and interpretation. - Strongly support
Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs. - Strongly support
Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Tighter dog use rules needed. I support all name change proposals and the reflection of Taranaki Whānui, Ngāti Toa Rangatira, Ngāti Ira and Ngāi Tara histories and whakapapa

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 379

Contribution ID: 35472
Member ID:
Date Submitted: Jun 05, 2025, 12:31 PM

Q1 **Name**

Short Text: conor Loughran

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to the Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose the overall direction of the plan? (Choose one option)**

Multi Choice: Strongly support

Q9 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q10 **Please let us know a bit more about your choice.**

Long Text: Agree with supporting this value 100%

Q11 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q12 **Please let us know a bit more about your choice.**

Long Text: I think you are missing a MAJOR improvement to Wellington as a whole by not prioritising a shared cycle/walkway around the south coast. I see you mentioned it under 2.2 but it is not emphasised. I think if you created a shared path from lets say Lyall to Red Rocks car park, you would be creating a major amenity for the city. Think of Dunedin coastal path or the coast-path in New Plymouth. They are huge draw cards. As a driver, I have been caught behind cyclists on the southcoast, overtaking is dangerous and the ride itself is not safe for bikers, I have experienced this cycling myself. For sections of the road that are tight you could create a platform that would create habit for penguins underneath and help with erosion etc. I think it would also be a boast for local business in on the coast, I would imagine a bike rental company starting there etc

Q13 **To what extent do you support or oppose this value and its pathways?**

Multi Choice: Strongly support

Q14 **Please let us know a bit more about your choice.**

Long Text

Q15 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q16 **Please let us know a bit more about your choice.**

Long Text

Q17 **To what extent do you support or oppose this value and its pathways?**

Multi Choice Strongly support

Q18 **Please let us know a bit more about your choice.**

Long Text

Q19 **Please select any specific coastal sectors you would like to give feedback on.**

Multi Choice Taputeranga
Southern Bays

Q20 **Please provide your comments on Te Kopahou & coastal route.**

Long Text

Q21 **Please provide your comments on Taputeranga | Southern Bays.**

Long Text I think you are missing a MAJOR improvement to Wellington as a whole by not prioritising a shared cycle/walkway around the south coast. I see you mentioned it under 2.2 but it is not emphasised. I think if you created a shared path from lets say Lyall to Red Rocks car park, you would be creating a major amenity for the city. Think of Dunedin coastal path or the coast-path in New Plymouth. They are huge draw cards. As a driver, I have been caught behind cyclists on the southcoast, overtaking is dangerous and the ride itself is not safe for bikers, I have experienced this cycling myself. For sections of the road that are tight you could create a platform that would create habit for penguins underneath and help with erosion etc. I think it would also be a boast for local business in on the coast, I would imagine a bike rental company starting there etc

Q22 **Please provide your comments on Hue te Para | Lyall Bay.**

Long Text

Q23 **Please provide your comments on Rangitatau | Moa Point to Breaker Bay.**

Long Text

Q24 **Please provide your comments on Te Whanga Rāwhiti | Eastern Bays.**

Long Text

Q25 **Please provide your comments on Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd.**

Long Text

Q26 **Please provide your comments on Ākautangi | Cobham Dr to Point Jerningham.**

Long Text

Q27 **Please provide your comments on Te Rāngai o Onemutu | Oriental Bay.**

Long Text

Q28 **To what extent do you support or oppose the following proposals?**

Matrix

A stronger commitment to nature-based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure. - Strongly support
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A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site. - Strongly support
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Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development. - Strongly support
Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise. - Strongly support

Q29 **Please provide any additional feedback on the draft plan.**

Long Text

Q30 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

ADVISORY GROUP ANNUAL REPORTS 2024-2025

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides Kōrau Mātinitini | Social, Cultural, and Economic Committee with the final annual reports of Council's five current advisory groups:
    - Accessibility Advisory Group
    - Ethnic Communities Advisory Group
    - Pacific Advisory Group
    - Takatāpui Rainbow Advisory Council
    - Youth Council

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include:

    Community outcomes
    - Cultural Wellbeing - A welcoming, diverse and creative city
    - Social Wellbeing - A city of healthy and thriving whānau and communities
    - Urban Form - A liveable and accessible, compact city
    - Environmental Wellbeing - A city restoring and protecting nature

    Strategic approaches
    - Making our city accessible and inclusive for all
    - Embedding climate action
    - Engaging our community

Relevant previous decisions

3. Under their current terms of reference, the advisory groups must report to committee annually with their agreed work plan, and an outline of their previous years progress. Linked is last year's report. Advisory Group Annual Reports 2023-24 and Work Plans 2024-2025

4. On 28 November 2024 Kōrau Mātinitini | Social, Cultural, and Economic Committee agreed to a new Advisory Group Model. Advisory Groups Future Model

Significance

5. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☒ Nil	☐ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

Risk

☐ Low	☐ Medium	☐ High	☐ Extreme

Author	Steph James, Democracy Advisor
Authoriser	Anna Calver, Chief Economic and Engagement Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee:

1. Receive the advisory groups' annual reports.
2. Thank the advisory groups for their contributions.

Whakarāpopoto | Executive Summary

6. Wellington City Council's advisory groups are required by their terms of reference to produce an annual report and work plan for presentation to Council. The annual reports are appended to the end of this report.
7. A new advisory group model was agreed by the Kōrau Mātinitini | Social, Cultural, and Economic Committee in November 2024, and as part of implementation, the terms of reference of the new advisory group model will be considered by this committee 4 September 2025. Therefore, the advisory groups have not provided the Committee with work plans for the following year.

Takenga mai | Background

8. Wellington City Council currently operates the following advisory groups
    - Accessibility Advisory Group
    - Ethnic Communities Advisory Group
    - Pacific Advisory Group
    - Takatāpui Rainbow Advisory Council
    - Youth Council
9. The advisory groups serve a range of general purposes:
    - To advise Council officers working on relevant policies, strategies and operations on how to improve outcomes for the city and communities, based on their experience and knowledge; and
    - To pass information on issues relevant to communities between Council and advisory groups.
10. The advisory groups share terms of reference which set out their purpose and expectations.
11. Each advisory group is required to submit within the first four months of the financial year, an annual report to the Council outlining work achieved over the previous year, and a work plan which outlines priorities for the year ahead. Because of the changes to the advisory group model as discussed above, this financial year the advisory groups are submitting only an annual report.
12. The Ethnic Communities Advisory Group was established in 2024. Their report covers the period between December 2024 – September 2025.

Ngā mahinga e whai ake nei | Next actions

13. Not applicable.

Attachments

Attachment 1.	Accessibility Advisory Group Annual Report 2024-25	Page 1518
Attachment 2.	Ethnic Communities Advisory Group Annual Report 2024-25	Page 1523
Attachment 3.	Pacific Advisory Group Annual Report 2024-25	Page 1542
Attachment 4.	Takatāpui Rainbow Advisory Council Annual Report 2024-25	Page 1552
Attachment 5.	Youth Council Annual Report 2024-25	Page 1559

Accessibility Advisory Group Annual Report 2024 - 2025

Introduction

Under the Terms of Reference for Wellington City Council Advisory Groups, advisory groups are required to publicly report to the relevant Council committee once a year. This report covers the reporting period from July 2024 – June 2025 for the Accessibility Advisory Group (AAG).

Purpose

The purpose of the Accessibility Advisory Group is to:

- Advise Council on how to help grow a great and accessible City, where barriers disabled people face are minimised.
- Bring lived experience and knowledge to Council around accessibility issues in the context of Council's roles and priorities.
- It is recognised that members come from and remain connected to their communities, it is from this foundation members share their expertise and lived experience in this advisory role, and engage with their communities and others as part of the wider council consultation processes. The expectations around this connection are set out in the Terms of Reference.

2024 - 2025 Work Programme

Regarding the 2024-2025 work programme, AAG identified process improvements in feedback loops to the group following engagement with officers. They appreciated involvement in the early stages of projects and early communication, but still see room for improvement in ongoing engagement and feedback.

The group acknowledged the benefit of working with the Accessibility Lead and stressed the importance of this role, which is currently vacant.

The group spent considerable time over the year engaging on the embedding accessibility and inclusion strategic approaches mahi. This arose out of a previous submission to the Council. Officers consistently came back to the group to present on this topic, and this was a key work programme focus. Members felt positive that feedback provided to officers was referenced frequently in later engagements with the group.

AAG engaged with officers on the change to the Advisory Group model. Whilst members felt that communication and engagement in initial stages of the project was good, they

believe there was a later disconnect in the communications, and a communication gap between the decision and updates on implementation. Members felt heard in voicing their issues, but not necessarily that these issues were reflected in the solutions/proposals that were made. The model shift was a challenge for new members who had recently joined the group.

AAG was especially pleased with the engagement and their input into the micro-mobility scheme programme code of practice. This was a win for AAG. An additional win, as advocated for by AAG, was the new accessible Inglewood Place toilets and Changing Places facility. AAG attended a joint Advisory Group session, including on the topic of Local Water Done Well, advocating for how changes impacted disabled communities.

Provision of Advice

During the 2024 - 2025 period, AAG was able to provide advice on and engage in the following:

July 2024:

- Micro-mobility scheme programme code of practice.

September 2024:

- Advisory Group review.

October 2024:

- Embedding accessibility and inclusion strategic approaches.
- Te Ngākau consultation (joint hui).

November 2024:

- Embedding accessibility and inclusion strategic approaches.

February 2025:

- Embedding accessibility and inclusion strategic approaches.

March 2025:

- Annual Plan and Long-term Plan Amendment, and Local Water Done Well consultation (joint hui).
- Embedding accessibility and inclusion strategic approaches.

April 2025:

- Embedding accessibility and inclusion strategic approaches.

May 2025:

- Advisory Groups model transition.

The 2024 – 2025 year in review

Highlights and achievements for the 2024 – 2025 period for AAG include:

- Accessibility Advisory Group submitted on the 2024-2034 Long-term Plan and 25/26 Annual Plan, and Local Water Done Well consultations. This was a significant piece of mahi.
- Advocating for the new accessible Inglewood Place toilets and Changing Places facility.
- Engagement on the micro-mobility scheme programme code of practice.
- Being able to be involved/advise at early stages of a project e.g. as occurred initially regarding the Advisory Group model and how the group wishes to be engaged with.

AAG acknowledges the following issues and challenges:

- Accessibility awareness of Council staff.
- Continual relationship building between Council staff and the group.
- Expectations of workload compared to allocated resources to the group (including the allocation of time towards items to provide engagement).
- Some feelings of lack of ability to provide input to the organisation, with updates and information provided frequently, and fewer exercises to seek direct input.
- Lack of training and guidance for leadership roles within the group.

AAG's aspirations include:

- New members of future groups are provided appropriate training to allow them to excel within those roles.
- Regarding establishment of the new Advisory Group model and Disability Advisory Group:
    - AAG requests that, ideally, new membership is chosen by an external group of those with lived experience to limit bias. However, a minimum expectation would be to have at least one panel member have lived experience.

Appendix one – Overview of AAG membership

Membership

AAG membership has been selected to provide a considerable range and depth of disability expertise. All members have lived experience of disability and there is a variety of experiences. AAG does not purport to represent any community or the full spectrum of disability perspectives; however, the group has a diverse mix of gender, ethnicity, age, and disability.

AAG members:

- Olivia Murphy (co-chair)
- Renee Patete (co-chair)
- Ali Aminifard
- Alice Mander (new member*)
- Anthony King (new member*)
- Cyrus Dahl
- David Karl
- Donna Fasavalu (resigned)
- Erikka Helliwell (term ended November 2024)
- Humphrey Hanley
- Krystle Field (new member*)
- Ra Smith (resigned)
- Rachel Noble (term ended November 2024)
- Sean Prenter (new member*)
- Susan Williams

* New members as of December 2024.

Note that co-chairs, Olivia and Renee, were elected in March of 2025. Susan and Erikka were co-chairs of the group prior to this election.

Councillor Representatives

- Councillor Rebecca Matthews
- Councillor Iona Pannett (alternate)

Council liaison officers

- Liam Hodgetts (Chief Planning Officer, Executive Leadership team representative)
- Leteicha Lowry (Senior Democracy Advisor)

- Sophie Dobbs (Democracy Advisor)

Attendance data

Attendance at AAG meetings over the July 2024 – June 2025 period (14 meetings) is below. Note that the Terms of Reference Wellington City Council Advisory Groups allows up to 12 paid meetings per year of AAG. Two additional meetings were scheduled for this period.

Name:	**Count of meetings present:**	**Attendance percentage (%) of meetings held during membership:**
Ali Aminifard	7/14	50%
Alice Mander (new member*)	6/7	85.7%
Anthony King (new member*)	6/7	85.7%
Cyrus Dahl	10/14	71.4%
Donna Fasavalu (resigned)	1/14	7.1%
David Karl	6/14	42.9%
Erikka Helliwell (term ended November 2024)	5/7	71.4%
Humphrey Hanley	8/14	57.1%
Olivia Murphy	13/14	92.9%
Ra Smith (resigned)	0/5	0%
Rachel Noble (term ended November 2024)	6/7	85.7%
Renee Patete	12/14	85.7%
Krystle Field (new member*)	7/7	100%
Sean Prenter (new member*)	4/7	57.1%
Susan Williams	10/14	71.4%

Ethnic Communities Advisory Group

ANNUAL REPORT 2025

ETHNIC COMMUNITY ADVISORY GROUP

AUGUST 2025



Compiled by Manisha Morar, ECAG Member

Contents

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Front cover: Japan Day

Ethnic Communities in *Wellington*



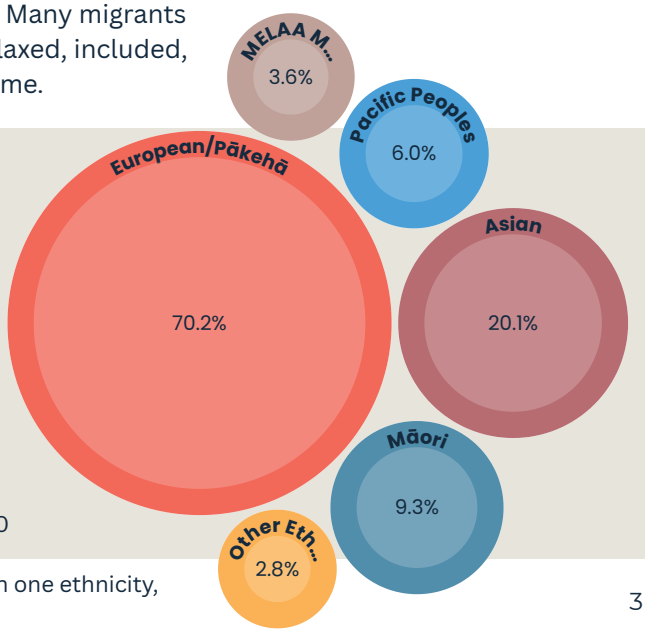
Wellington is home to a vibrant mix of cultures and communities. Since 1840, migrants have played a vital role in shaping the city's identity, including ethnic organisations such as the Wellington Indian Association and the Tung Jung Association, both of which have celebrated 100 years of presence in the capital.

Wellington offers career opportunities in tech, healthcare, film, and education, along with a lifestyle that values balance and wellbeing. The many festivals, food scene, and easy access to nature; beaches, hills, and parks, make Wellington a welcoming place to raise a family. Many migrants say Wellington helps them feel relaxed, included, and proud to call New Zealand home.

As of the latest census data:

European	70.2%
Maori	9.3%
Pacific Peoples	6.0%
Asian	20.1%
MELAA	3.6%
Other Ethnicities	2.8%

Total Wgtn population (2023): ~213,000



Note: People identified with more than one ethnicity, so percentages exceed 100%.

Asian Ethnic Breakdown – Wellington City (2023 Census)

Ethnic Subgroup	Number of People	% of Total Population
Chinese	13,770	~6.5%
Indian	9,870	~4.6%
Filipino	4,230	~2.0%
Korean	1,560	~0.7%
Japanese	1,320	~0.6%
Sri Lankan	1,110	~0.5%
Other Asian groups	9,576	~4.5%

Total Asian population: 41,436

Notes:

- "Other Asian" includes Thai, Vietnamese, Cambodian, Malaysian, Bangladeshi, and other smaller communities.
- People can identify with more than one ethnicity, so these numbers may overlap.
- Chinese and Indian communities make up the largest Asian subgroups in Wellington, together accounting for over half of the city's Asian population.

MELAA Breakdown – Wellington City (2023 Census)

Subgroup	Estimated Population	% of Total Population
Middle Eastern	~1,230	~0.6%
Latin American	~1,020	~0.5%
African	~3,360	~1.6%

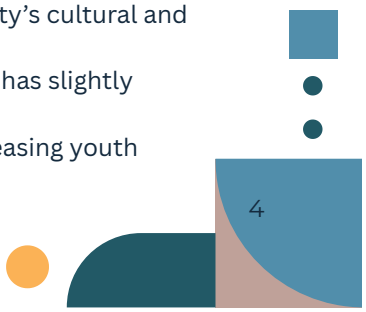
Total MELAA population: ~5,610

Notes:

- These figures are rounded estimates based on regional data and ethnic group summaries from Stats NZ.
- African communities in Wellington include Sudanese, Ethiopian, Somali, Nigerian, and others, many of whom are active in civic and cultural spaces.
- Middle Eastern groups include Palestinian, Syrian, Iranian, and Lebanese communities.
- Latin American representation includes Brazilian, Chilean, Colombian, and Argentinian communities.

Key Insights

- The Asian population has grown significantly, now representing over 1 in 5 Wellingtonians.
- MELAA communities continue to expand, contributing to the city's cultural and civic life.
- European/Pākehā remains the largest group, but its proportion has slightly declined since 2018.
- Māori and Pacific communities show modest growth, with increasing youth representation.



Each month, around 240 people, including families from all walks of life, take a significant step in their journey by becoming New Zealand citizens through two official ceremonies hosted by Wellington City Council. Led by the Mayor or a Council representative, these events are more than just a formality - it's a celebration. Citizenship opens doors to employment, education, and full participation in community life.





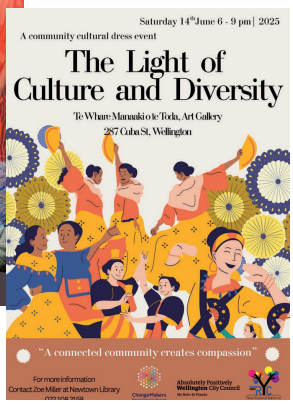


Wellington's ethnic diversity is one of its greatest strengths. Over the years, the city has become home to more than 160 ethnic groups, with growing communities in suburbs like Newtown and Kilbirnie. You can see it in the languages spoken on the street, the festivals that light up the calendar, the city's architectural landscape, and the flavours served in local eateries. It's a city where cultures don't just coexist; they enrich one another.



Council Ethnic and Multicultural Initiatives







Wellington City Council helps ethnic communities feel welcome and included by running different programmes and activities that bring people together, celebrate different cultures, and support strong, connected communities. These include:

- **Multicultural Events**: The Council actively supports and promotes events such as Diwali, Japan Festival, Lunar New Year, and other cultural celebrations that showcase Wellington's diversity.
- **Funding Support:** Grants are available for community-led projects that celebrate ethnic diversity and promote intercultural understanding.
- **Multicultural Community Specialist:** A dedicated role within Wellington City Libraries helps improve services for speakers of other languages and supports migrant integration.
- **Welcome Kits for Refugees:** New arrivals receive resources to help them settle and feel at home in Wellington.
- **Ethnic Advisory Group:** In 2024, the Council established an Ethnic Advisory Group to give ethnic communities a formal voice in civic decision-making.

Ethnic Communities Advisory Group

About

The Ethnic Communities Advisory Group is a collective of community leaders who provide strategic advice to Wellington City Council on matters affecting ethnic communities. The group champions inclusive policy, equitable engagement, and culturally responsive governance.

Role of the Advisory Group

The Ethnic Communities Advisory Group (ECAG) was set up in December 2024 to strengthen the voice of ethnic communities in Council decision-making. After receiving over 40 applications, twelve members were selected to reflect Wellington's cultural diversity. Inducted on 10 December, they bring lived experience, cultural knowledge, and leadership. Together, they offer fresh perspectives and help connect communities, advocate for inclusion, and guide Council on issues that matter to Wellington's ethnic groups.

Our Responsibilities

Advise Council on issues affecting ethnic communities

Promote inclusive engagement

Support Council's strategic goals around diversity and equity



Meet the Team



Bayan Abu-harbid

Bayan Abu-Harbid, MInstD – Accomplished Portfolio Manager with governance expertise and a strong track record across public service, UN, and community sectors. Skilled in strategic leadership, stakeholder engagement, and cultural intelligence, I am committed to strengthening equity and inclusion in decision-making for lasting societal impact.



Chelsea Wong She

Chelsea is a New Zealand-born Chinese with Jung Seng heritage. She serves on the NZ Chinese Association Wellington Branch committee, supporting cultural, educational, and community initiatives. Her work includes revitalising Cantonese heritage in Aotearoa. Chelsea holds a Bachelor of Commerce and is a qualified Chartered Accountant.



Faiza Abukar

Faiza Abukar, originally from Somalia, is a dedicated community advocate, volunteer, gardener, and henna artist. She supports diverse communities with honesty and fairness, listening to people's struggles and carrying their voices to decision-makers. Through her work, Faiza creates spaces of healing and connection. She is seeking reappointment to the Ethnic Advisory Group.



Judah Seomeng

Judah Seomeng, born in Botswana, is a Wellington-based musician, researcher, and community advocate. He serves as General Manager at ChangeMakers Resettlement Forum and is pursuing a PhD in Ethnic Studies. Judah champions migrant inclusion, cultural equity, and creative collaboration, bridging communities through music, research, and grassroots leadership across Aotearoa New Zealand.



Manisha Morar, QSM

Manisha is a prominent and dynamic leader in Wellington's Indian community. With extensive experience of building a resilient and thriving Indian community centre and diversity initiatives, she offers deep cultural insight and a collaborative approach. Her work bridges communities & businesses, fosters inclusion, and champions the voices of New Zealand's Indian diaspora across civic, cultural, and policy platforms.



Nora Abdelrahman

Nora, from Wellington's Egyptian community, is completing her degree in Political Science and International Relations. She founded and leads Victoria University's first Arab Society, promoting cultural pride and connection. Passionate about diversity and cross-cultural understanding, she aims to advocate for representation, dialogue, and inclusivity locally and on the global stage.



Nuzha Saleem

Nuzha Saleem is a Wellington-based researcher, advocate, and PhD candidate focused on refugee youth and inclusion. Her journey began through volunteering with Syrian newcomers. As a KiwiNet Emerging Innovator, she develops tools to foster belonging. Her work highlights resilience, joy, and ambition in refugee communities across Aotearoa New Zealand.



Rachel Qi

As a business, arts and multicultural exchange professional, Rachel has extensive business and trade, arts and culture, community and governance experience in New Zealand and internationally. She is a highly-motivated, future-focused and innovative person, with excellent stakeholder relationship management, communications, strategic planning, leadership and management skills.



Sam Adaickalam

Sam brings over 20 years of government and community leadership, backed by a doctorate and two master's degrees. He advocates for Wellington's Indian, Pacific, Māori, and Asian communities, championing development, inclusion, and cultural identity. His academic and grassroots experience helps bridge cultures, empower communities, and build resilience across the region.



Sum Sum Tsui

Sum Sum is an eighth-generation Chinese New Zealander and a passionate young leader, actively engaged in strengthening the Wellington Asian Youth community. She works to celebrate cultural heritage, foster connections among diverse groups, and empower other young people to embrace leadership roles, ensuring the ethnic communities thrive for future generations.



Warkina Tujuba

Warkina Tujuba is President of the African Communities Council Wellington and a Community Coordinator at Creative HQ. He's a bold advocate for ethnic representation, civic engagement, and systemic change. Through leadership, innovation, and activism, Warkina empowers African communities and challenges tokenism to build inclusive, resilient futures across Wellington.



Yarang Mom

Yarang Mom is originally from Cambodia and has been living in New Zealand since 2001. He holds degrees from Victoria University and currently serves the Wellington Cambodian Buddhist Community, as well as being an Advisory member of the ECAG. Through his work with ECAG, Yarang has gained valuable insights, built meaningful connections, and actively contributed to the vibrancy and inclusivity of Wellington city.

How we worked

Meeting Activity and Engagement

Over the reporting period, the Ethnic Communities Advisory Group convened a total of 10 hybrid meetings held on Council premises, including two joint sessions with other advisory groups.

In addition, ECAG held three members only meetings, which were independently arranged and facilitated by the group's co-chairs.

Beyond formal meetings, co-chairs met regularly in advance of each monthly session to coordinate with guest speakers and Council staff. These preparatory engagements included discussions on agenda development, logistical planning, and ongoing communication with ECAG members.

ECAG members and co-chairs also dedicated significant time outside of scheduled meetings to prepare materials, review pre-agenda items, and drafting of formal submissions.

Throughout the year, ECAG co-chairs met with the chairs and co-chairs of other advisory groups twice to foster cross-group collaboration and alignment on shared priorities.





Co-Chairs

Rachel Qi and Warkina Tujuba stood uncontested as co-chairs and were confirmed at a meeting on 4 March 2025.

Communications

The ECAG established a members only WhatsApp group chat for communications outside of meetings, as well as the WCC distribution list: ECAG@wcc.govt.nz

Special Thanks

ECAG sincerely thanked Alisi Folaumoetu'i from Democracy Services for her clear guidance, and steady support. Her behind the scenes coordination helped the group stay organised and focused. Alisi's understanding of ECAG's purpose and people made a real difference, and her support was felt throughout the year

Co-Chair *Reflections*



Warkina Tujuba

Serving as co-chair of the Ethnic Communities Advisory Group in its first year has been an immense honour. Over the past nine months I have had the privilege of working alongside an incredible group of people representing the vastness and richness of Wellington's ethnic communities.

One of our first steps was to restructure meetings so that agendas reflected the real needs of our communities. This shift has allowed us to focus on what matters most and to engage with the depth and diversity within the bracket of "ethnic" communities in understanding we are all so different, but there are core themes to tackle.

We have also faced a tug of war over the proposed changes to the Advisory Group structure. Our stance has been clear: this group must remain a genuine platform for marginalised and often overlooked voices to shape decisions that influence their city. We do not believe the changes enhance this and have worked to vocalise this.

It has been my honour to speak on behalf of the Advisory Group and the communities we represent at Council on the Wellington City Safety and Wellbeing Plan, the Long-Term Plan Amendment, and the Long-Term Plan itself. Each engagement underscored the responsibility we carry to advocate with courage and clarity.

This journey has been a significant learning experience, and I want to extend my thanks to my co-chair Rachel, the incredible members that made up the rest of the Advisory Group, as well as Alisi and the Democracy Services team for their unwavering support.

As Helen Clark once said, "New Zealand has an obligation to be a good international citizen. We show that by the way we treat refugees and migrants who make their home here." This is the spirit we must continue to uphold.

Ngā mihi nui,

Warkina Tujuba

Co-Chair, Wellington City Council Ethnic Communities Advisory Group

Co-Chair *Reflections*



Rachel Qi

As Co-Chair of the Ethnic Communities Advisory Group (ECAG), it has been a privilege to work alongside a dedicated team, each member bringing the voice, insight, and lived experience of their own communities.

ECAG serves as a vital bridge between Wellington's ethnic communities and the City Council, helping ensure that diverse perspectives are heard, understood, and reflected in Council policies, programmes, and services. Over the past year, the group has played a key role in elevating minority voices on important issues and promoting meaningful engagement across the city.

Advisory Input: ECAG has provided strategic advice on key Council initiatives, including the Long-Term Plan, Annual Plan, Local Water Done Well consultations, the City Safety and Wellbeing Plan, and changes to the Advisory Group model, ensuring that the needs of ethnic communities are considered at every stage.

Community Engagement: The group has facilitated dialogue between Council and ethnic communities through the Ethnic Communities Forum and consultations on housing, city safety, small business, city revitalisation, election engagement, and cultural events.

Collaboration: ECAG has worked closely with Council teams, including Engagement, Social and Cultural Wellbeing, Community Services, and Policy, to embed ethnic perspectives into work programmes and strengthen inclusive outcomes.

ECAG remains an indispensable part of the Council's commitment to inclusion, equity, and community engagement. By drawing on the expertise and energy of the members, the Council is better equipped to build a welcoming, vibrant, and well connected Wellington.

We look forward to continuing our partnership with the Council and working together to create a future that reflects Wellington's diversity.

Ngā mihi nui,

Rachel Qi

Co-Chair, Ethnic Communities Advisory Group (ECAG)

Engagement Areas





Topics we discussed

The ECAG discussed the following topics at their meetings:

- LTP Amendment, Annual Plan and Local Water Done Well consultation. ECAG submitted a written submission to these consultations, and spoke to their submission at the Committee meeting.

- WCC City Safety and Wellbeing Plan
- Toi Pōneke
- Elections Engagement
- Advisory Group Model Review
- Ethnic Communities Forum 2025

Other areas of Interest

Topics that the group were interested in, but didn't get to hear about or discuss due to time:

- Te Toi Mahana
- Rates
- Community funding
- Small businesses
- Wellington's Multicultural Strategy

ECAG in the Community

Members contributed to civic life through:

- ANZAC Day Citizen's wreath-laying
- Citizenship ceremonies
- Lunar New Year
- Japan Festival
- Multicultural Festival
- Diwali














TIRITI-BASED
MULTICULTURAL DAY
CELEBRATIONS
2025
Huarahi Hou


TE REO MĀORI
World Languages







WCC City Safety and Wellbeing Plan



While the City Safety and Wellbeing Plan contains many positive initiatives, it falls short in addressing systemic inequities affecting marginalised groups.

Two key gaps stand out:

1. Ethnic Patrols Remain Unfunded – Despite being named as delivery partners in the plan, Ethnic Patrols receive no financial support. Volunteers cannot sustainably cover late-night or high-risk shifts without paid positions. Funding patrols would provide a trusted, community-based presence, help capture unreported incidents, and address existing distrust in police processes.

2. Lack of Explicit Consultation with Ethnic Communities – The plan speaks of a "community-centric approach" but fails to establish structured engagement with those most affected, including ethnic communities, young women, and gender minorities. Co-design is critical to ensure meaningful and inclusive solutions.

Recommendations Made:

- Allocate funding for paid Ethnic Patrols.
- Formalise consultation with ethnic communities, beginning with the Ethnic Communities Advisory Group.
- Expand nightlife safety measures to include anti-racism training.
- Publish disaggregated data on racially motivated incidents and gendered harassment to inform targeted interventions.

Conclusion:

For Wellington to be truly safe, the plan must prioritise those most vulnerable. By adopting these changes, the City can move from promises to delivery, ensuring safety is not just for some, but for all.

Ethnic Communities Forum 2025





Held on Saturday, 23 August 2025, at the Wellington Indian Cultural Centre, this Wellington City Council-run, community-led event, developed in partnership with Wellington City Council's Engagement Team, successfully brought together over 100 participants from Wellington's diverse ethnic communities to discuss priority issues facing our city.
The forum generated good community input on four critical areas, by the presentations from Council panellists:

- **Housing:** Updates on Council initiatives, with discussions on affordability, rental security, and culturally appropriate housing.
- **City Safety:** Overview of new safety measures and community-led solutions.
- **Small Business:** Support tools and challenges faced by ethnic business owners.
- **City Revitalisation:** Feedback on major projects and how they can better serve ethnic communities.

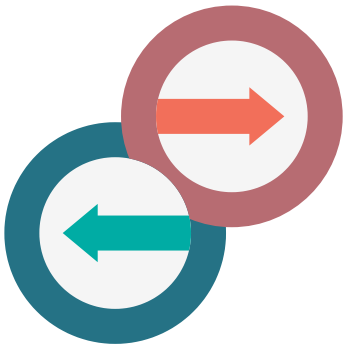
The forum emphahised the need for dedicated spaces for ethnic communities to engage with council. The participation of diverse community leaders, combined with expert Council updates, allowed dialogue and perspectives.

We wish to acknowledge the exceptional work of the Council's Engagement Team, whose professional support and collaborative approach were instrumental to the event's success. We particularly thank the Council panelists for their comprehensive updates on critical topics, which provided essential information that greatly enhanced the quality of discussion.
We also thank Chief Executive Matt Prosser for his opening remarks, which underscored the Council's commitment to genuine partnership with ethnic communities.





Advisory Group Model Changes



Our Views

Following a review on the advisory group model, Council is implementing changes to the way advisory groups work. The aim of the review was to identify a model that could best lift diverse community voices and integrate them into strategic decision making, while supporting intersectionality and enabling more transparent and collective advice.

- The ECAG discussed the proposed changes to the Council Advisory Groups Future Model. The ECAG members raised concerns with the proposed changes which included the proposed reduction in number of ECAG members, the reduction in monthly advisory group meetings and intended recruitment process for the new ECAG members.

The ECAG raised its views to the Council, Counsellors and met with co-chairs of other advisory groups to discuss. The ECAG raised the following feedback:

- Maintain total of 12 members from its existing advisory group members
- Maintain paid monthly meetings for ECAG

The proposed new model is intended to improve the way the Council engages with communities, especially those communities that find it hardest to be heard. The ECAG feel it will be hard to achieve this intention with only eight members. Approx. 24% of Wellington City's population are ethnic communities (Asian, Middle Eastern/Latin American/African), with another 2.8% of "other ethnicity).
The ECAG believe maintaining 12 members will ensure greater representation of ethnic communities in wellington, and therefore a greater ability to support Council strategic decisions. Ensuring that these voices are heard and integrated into decision-making will enhance accessibility and inclusion in Pōneke. ECAG believe it is important to show awareness of supporting diversity and ethnic communities.

Keeping same members allows the ECAG to build on existing momentum currently built.

Key advantages of maintaining 12 members in the ECAG:

- Enhancing representation and equity
- Improved decision making
- Building trust and strengthen relationships and leveraging on existing relationships within community groups
- Cultural insights from direct community groups
- Improved social cohesion and inclusion

Councillor INSIGHTS

"We're not addressing all the issues.
There's a lot to do still. Housing for some migrants and refugees is a big concern."



Councillor Ray Chung

"The ethnic communities have a lot of potential. Council need to engage more with them."



Councillor Nureddin Abdurahman

"Council services must reflect the people they serve. Embracing ethnic communities means designing with diversity in mind so everyone feels seen, supported, and included."



Councillor Diane Calvert

"One of the greatest privileges has been engaging with Wellington's ethnic communities—understanding their needs and witnessing how they come together to celebrate diversity."



Councillor Tony Randle

"Ethnic communities is what gives Wellington it's soul, colour and interesting vibes. That is why we welcome all of our communities. You make us the special place that we are"



Deputy Mayor Laurie Foon



Newtown is the Earth's Heaven

Faiza Abukar

Newtown is the earth's heaven,
where strangers sit side by side,
a bowl of soup becomes a prayer,
and stories flow like rivers wide.

The library is a second home,
a safe embrace, a gentle light,
where knowledge heals, where hearts belong,
where day feels softer than the night.

The gardens bloom on every street,
with hands that give, not ask for more,
a gift of fruit, a gift of hope,
left freely at a neighbour's door.

The music rises — piano keys,
a guitar strummed with quiet grace,
each note reminding weary souls
that love still has a sacred place.

Newtown is no "bad suburb,"
it is the pulse, the heart, the song,
a living proof of what can grow
when communities are strong.

So let the media tell its tales,
we know the truth, we see, we live:
Newtown is the earth's heaven,
because it knows the power to give.

THE EDITOR HAS MADE EVERY REASONABLE EFFORT TO ENSURE THE ACCURACY OF THE INFORMATION PROVIDED IN THIS REPORT IS CORRECT. ANY ERRORS OR OMISSIONS ARE UNINTENTIONAL.

Pacific Advisory Group
Annual Report

1 July 2024 – 30 June 2025



Foreword from the Chair and Deputy Chair

Talofa lava, Fakaalofa lahi atu, Mālō e lelei, Kia orana, Ni sa bula vinaka, Taloha ni, Ia orana, Kam na mauri, Håfa Adai, Kia ora, and warm Pacific greetings,

As Chair and Deputy Chair of the Pacific Advisory Group (PAG), we are honoured to reflect on a year of deep engagement, cultural advocacy, and strategic contribution. This year has been one of both celebration and challenge. We have continued to amplify the voices of Pacific peoples in Wellington, ensuring that our communities are not only heard but respected and included in Council processes.

This year brought significant challenges, including the advisory group model changes, which sparked important conversations about representation, equity, and cultural responsiveness. Throughout this, PAG has remained steadfast in its commitment to uphold Pacific values and advocate for a model that reflects the diversity and mana of our communities.

Our members have contributed to key Council initiatives, including the Fale Malae project, the Long-Term Plan, and climate adaptation strategies. We have also supported Pacific Language Weeks, civic engagement efforts, and cultural events such as the Pasifika Festival that strengthen identity and belonging for our communities.

We acknowledge the resilience of our communities, especially as they continue to face housing pressures, economic challenges, and the impacts of displacement. Despite these barriers, Pacific peoples continue to enrich the life of our city through their leadership, creativity, and enduring cultural presence.

As we reflect on the past year, we are filled with gratitude for the collective strength and wisdom of our PAG members. Each person who has served, past and present, has brought their heart, cultural knowledge, and leadership to this space. Their contributions have shaped the work of PAG and ensured that our communities are represented with integrity and care. We acknowledge the time, energy, and commitment that our members have given, often beyond what is seen. Their service has upheld the values that we hold very dear - respect, unity, and service to our people. It is through their dedication that PAG has remained a strong and trusted voice within Council, and we honour them for walking this journey with us.

Looking ahead, we are committed to ensuring that PAG evolves in a way that honours our legacy, retains institutional knowledge, and builds a sustainable future for Pacific leadership in local government. As we enter this next chapter, we do so with a deep sense of responsibility to those who came before us and to those who will follow. We recognise that the strength of PAG lies not only in its advocacy, but in its ability to hold space for Pacific values, voices, and visions within civic decision-making.



We thank our fellow members for their courage, wisdom, and service. We also acknowledge the support of Council staff, community partners, and all those who have walked alongside us.

Together, we look forward to strengthening relationships, uplifting our communities, and ensuring that Pacific peoples remain at the heart of Wellington City's future.

Fa'afetai tele lava, Vinaka vakalevu, Kilisou Shapwur, Meitaki ma'ata, Mālō 'aupito, Fakaaue lahi, Fakafetai and thank you.

Maria Mitimeti and Laauli Joseph Seupule

Our Journey

The Pacific Advisory Group (PAG) was formally established in 2003 by Wellington City Council following the adoption of the *Intercultural Relationships Framework*. This was a landmark moment in the Council's commitment to equity and inclusion, recognising the need for Pacific peoples to have a dedicated space for influence and advocacy within local government.



The formation of PAG was significant not only for its timing but for its composition. It was designed to include representatives from Wellington's main Pacific nation groups—Samoa, Cook Islands, Fiji, Niue, Tonga, Tokelau, Tuvalu, Melanesia, and Micronesia. This structure enabled the diversity of Pacific identities and experiences to be reflected in Council advice and decision-making.

From its inception, PAG has served as a cultural and strategic bridge between Council and Pacific communities. Members have brought lived experience, cultural knowledge, and leadership, deeply rooted in their communities. This connection has enabled PAG to provide insights that reflect the realities, aspirations, and challenges of Pacific peoples in Wellington City.

While the Pacific population is a smaller proportion of the Wellington City population it remains a vibrant and influential community, particularly in areas such as Newtown, Berhampore, and the Northern suburbs. Pacific peoples contribute significantly to Wellington's cultural, social, and economic fabric, despite facing challenges such as housing insecurity, displacement due to gentrification, and underrepresentation in civic spaces.



The need for representation is underscored by the fact that Pacific communities often maintain strong ties to Wellington through work, education, faith, and cultural networks, even when they reside outside the city boundaries. PAG's role in advocating for these communities both within and beyond the formal geographic limits is essential to ensuring that Pacific voices are not only heard but centred in Council processes.

Our Members

As at July 2025, PAG members included representatives from Samoa, Cook Islands, Fiji, Melanesia, Micronesia, Niue, Tonga, Tokelau, and Tuvalu.

1. Maria Mitimeti – Niue (Chair)
2. Laauli Joe Seupule – Samoa (Deputy Chair)
3. Āpeafusia Katalina Semisi – Tokelau
4. Divesh Prakash – Fijian
5. Inangaro Vakaafi - Niue
6. Mary Moeono-Kolio – Samoa
7. Nate Rigler Siguenza – Micronesia
8. Nia Bartley – Tuvalu
9. Sandra Tisam – Cook Islands
10. Suliana Vea – Tonga

In the past year we farewelled seven members, including former co-chairs Natalia Fareti and Anthony Carter, and in December 2024 and we welcomed two new members, Divesh Prakash and Mary Moeono-Kolio.



Our Contributions

PAG brings knowledge and insight into Council about how the different needs of Wellington's Pasifika communities can be addressed in the context of Council's roles and responsibilities. It is recognised that members come from and remain connected to their communities. From this foundation, members share their expertise and lived experience in this advisory role and engage with their communities and others as part of the wider Council consultation processes.



During the 2024–2025 financial year, PAG has continued to play a vital role in representing Pacific communities across Wellington City. Through our work on key initiatives such as the Fale Malae project, the Long-Term Plan, and climate adaptation strategies, we have demonstrated the importance of Pacific leadership in civic life. We have also supported cultural events such as the Pasifika Festival and language weeks that celebrate our identity and strengthen our collective wellbeing.

We wish to express our ongoing support for the Fale Malae development, and hope that Council will continue to support the initiative the Fale Malae Trust wish to bring to the city.

This year, we have contributed to the following areas:

- Provided strategic advice on the Fale Malae development and cultural heritage planning
- Participated in the Long-Term Plan consultation process, advocating for Pacific priorities
- Supported Pacific Language Weeks and cultural events across the city
- Engaged in discussions on climate adaptation and resilience planning
- Contributed to the review of the Council's advisory group model, advocating for culturally responsive representation
- Maintained strong community connections through talanoa sessions and outreach
- Highlighted the impact of gentrification and housing pressures on Pacific communities
- Contributed to planning and policy discussions on water infrastructure, including the Three Waters Water Reform

- Engaged in climate change mitigation and adaptation initiatives, while advocating for funding criteria that support equitable engagement and participation from Pacific communities

PAG's work this year has focused on continuing the legacy of its founding members while laying a sustainable foundation for future Pacific leadership. We continue to offer our support for the Council to grow its cultural competency in relation to Pacific communities.

We fundamentally believe that Council needs Pacific people in decision-making positions. The changes to membership numbers and representation proposed in the model change to advisory groups reflects a lack of Pacific capability within the Council (around the table and within the organisation). This has major consequences for Pacific people in Wellington.

Our Legacy

In 2024, the Pacific Advisory Group (PAG), in collaboration with Council staff and community partners, launched a three-year cultural festival journey designed to reflect the Pacific experience of migration, belonging, and identity. This initiative, deeply aligned with the Tagata o le Moana Strategy, has become a cornerstone of our cultural engagement efforts, offering a powerful platform for storytelling, connection, and celebration.

The journey began with the theme 'Homeland', honouring our ancestral roots across the Pacific. A commissioned Pasifika artwork—a stone sculpture by artist Leo Semau—was introduced as a blank canvas, symbolising the beginning of our shared narrative. Festival attendees were invited to meet the artist and reflect on the concept of homeland, setting the foundation for a collective exploration of Pacific identity.

In 2025, the journey continued with the theme 'Journey', focusing on migration stories and the voyage across the sea. The 2025 Pasifika Festival, held at Waitangi Park, was a vibrant and unifying celebration of Pacific cultures, drawing communities from across Wellington and beyond. The festival featured traditional and contemporary music, dance, food, and visual art, creating a space of joy, pride, and cultural affirmation. Leo Semau returned with the partially carved anchor stone, inviting attendees to contribute to its transformation. This interactive element became a powerful symbol of shared experience and resilience, reinforcing the festival's theme and deepening community engagement.

The success of the 2025 Pasifika Festival was reflected in the high level of community participation, overwhelmingly positive feedback from attendees, and strong media coverage. PAG played a key role in supporting and promoting the event, contributing to planning discussions, cultural programming, and outreach efforts. Our involvement ensured the festival was inclusive and representative of the diverse Pacific nations, amplifying Pacific voices and visibility across the region.

A special acknowledgement is extended to the Wellington City Council Festival Team, led by Zoe Christall and Karl whose tireless work and commitment ensured that the voices of our communities were seen and heard throughout the journey of the festival. Their leadership

was instrumental in the creation of a Pacific youth talent incubator, a visionary initiative designed to nurture emerging Pacific creatives and ensure the legacy of PAG continues through the next generation. This incubator provides a pathway for young artists, performers, and storytellers to develop their craft, connect with mentors, and contribute meaningfully to the cultural fabric of Wellington.



Looking ahead, the final phase of our festival journey will be guided by the theme 'Arrival'. This chapter will celebrate the establishment of Pacific identity in Aotearoa and honour the contributions of Pacific peoples to New Zealand's cultural landscape. The completion of the anchor stone sculpture will serve as a lasting symbol of belonging, resilience, and collective strength.

As we move into this next chapter, our aspiration is for the Pasifika Festival to evolve into a truly community-led celebration, shaped by the voices, creativity, and leadership of Pacific peoples. We envision a future where our communities continue to lead, inspire, and carry forward the stories that define us, with the Pasifika Festival as a vibrant platform for cultural expression and connection.

Challenges and Reflections: Advisory Group Review

The review of Council's advisory groups has brought significant shifts [Suggested revision: Council's advisory group restructure introduced significant changes, prompting PAG to reflect on its impact and the path forward.], prompting PAG to reflect on its impact and the path forward. While the intention behind these changes was to enhance strategic alignment and connectivity, the implementation process prompted important conversations among current and former PAG members, as well as within our wider Pacific communities.

The restructure involved the removal of ethnic-specific seats, a reduction in group size to eight members, and a requirement for existing members to reapply under new criteria. These changes were introduced without a clear transition plan, which led to the unintended loss of institutional knowledge and the disruption of long-standing relationships built on trust, service, and cultural leadership.

From a Pacific perspective, the process highlighted a need for deeper relational engagement and cultural understanding. Both elements foundational to meaningful partnership. The communication approach challenged principles of open, respectful dialogue and impacted confidence and trust. It also underscored the importance of recognising Pacific values such as collective identity, reciprocity, and continuity in leadership.

One of the key concerns raised by PAG members is the separation of 'lived experience' from 'representation' within the new model. For Pacific peoples, these concepts are deeply interconnected. Our identities are shaped by our cultures, histories, and lived realities, which in turn inform how we serve and represent our communities. The current criteria do not fully reflect this holistic perspective. Despite this, our communities remain strongly connected to Wellington through work, education, and cultural ties, and must continue to be recognised and included in civic decision-making.



Despite the challenges, PAG has actively supported a constructive path forward, centered on Pacific values and inclusive practices one that centers Pacific values, fosters inclusive practices, and strengthens cultural leadership across Council spaces. We have actively contributed to processes that promote belonging and respect for Pacific peoples. This includes supporting recruitment practices that are welcoming and culturally responsive, offering guidance to ensure Pacific candidates are engaged in ways that reflect our values of hospitality, relational depth, and collective identity. We have encouraged approaches that go beyond procedural fairness to embrace the spirit of inclusion where Pacific voices are not only present but meaningfully heard and valued.

PAG remains steadfast in its role as a connector between Council and Pacific communities, working to ensure that decision-making processes are informed by lived experience and cultural insight. Looking ahead, we invite Council to reflect on these experiences with openness and humility, and to work alongside our communities to uphold the mana of our communities and reflect the aspirations of Pacific peoples in Wellington City.

Acknowledgements

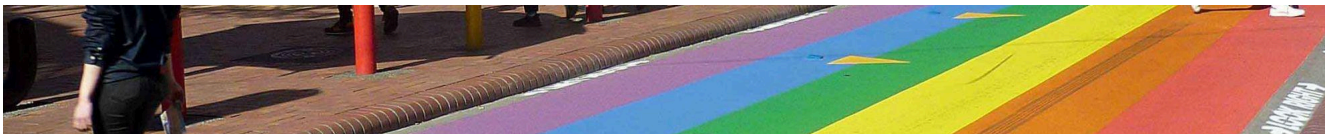
We acknowledge Sam Hutcheson and her work alongside PAG in the review of the Advisory Groups. We honour her contributions with immense gratitude. Sam embodied the values of kindness, sincerity, and respectful engagement. From our very first talanoa, her genuine care and thoughtful listening stood out. She approached our feedback with humility and integrity, ensuring that the voices of PAG were heard and considered with compassion.

We also extend our sincere appreciation and gratitude to Alisi Folaumoetu'i for her dedicated service and unwavering support of PAG and our Pacific communities. Alisi's contribution has been marked by deep respect, humility, and a strong sense of duty to our people. Her commitment to nurturing relationships, upholding cultural integrity, and ensuring that Pacific voices were heard and valued has been evident in every aspect of her work. She brought wisdom, calm, and clarity to our spaces, and her presence strengthened the collective leadership of PAG. Her service has been a reflection of the values that guide our communities, respect for others, care for relationships, and a deep responsibility to serve with heart. We thank Alisi for her time, energy, and the grace with which she carried out her role. Her contribution will not be forgotten.

Appendix I: Member Attendance

There were 12 meetings within the July 2024 – June 2025 period for which this report covers.

	Total	**Attendance**
Anthony Carter (term ended Oct 2024)	2	100%
Āpeafusia Katalina Semisi	9	75%
Fiemalie Pe Fale (resigned April 2025)	7	78%
Inangaro Vakaafi	6	50%
Laauli Joseph Seupule	11	92%
Maikali Kilione (resigned Oct 2024)	1	50%
Maria Clark	12	100%
Natalia Fareti (term ended Oct 2024)	2	100%
Nathaniel Rigler	8	67%
Nesleen Pentani Hamilton (resigned Nov 2024)	2	66%
Nia Bartley	7	58%
Sandra Tisam	8	67%
Suliana Vea	9	75%
Divesh Prakash (appointed in Dec 2024)	7	88%
Mary Moeono-Kolio (appointed in Dec 2024)	4	50%



WCC Takatāpui & Rainbow Advisory Council (TRAC)

2024-2025 Annual Report

Guiding Whakataukī

E koekoe te tūī, e ketekete te kākā, e kūkū te kererū.

The tūī squawks, the kākā chatters, the kererū coos - it takes all kinds of people.

Introduction

The Takātapui & Rainbow Communities Advisory Council (TRAC) is an advisory group of the Wellington City Council with the purpose to:

- Assist and advise the City Council on how to grow a great City where diverse rainbow people and communities thrive and contribute to the city's priorities.
- Bring insight to Council to ensure Rainbow[1] inclusion in our city via our lived experiences

Created in 2021, TRAC has completed the fourth and final year of its current formation as an advisory group. As part of the new advisory group model, TRAC will be disestablished in order for a new iteration to be formed in 2026.

Note that as an advisory group we should not be seen as representing all facets of rainbow people in the city. Specific consultation with the rest of the LGBTTQIA+ community will often bring further value, which we have often advocated for where appropriate in various Council projects. This is especially important as Takatāpui and Rainbow residents make up 11% of this city's population and we are a group of 12 members.

In the last 4 years, TRAC has advised Wellington City Council on ways to make the city a great place for all people to live, work and visit. We would not be able to promote this vision without the considerable efforts of our support system, including Councillors Iona Pannett and Teri O'Neill for enabling the Rainbow Action Plan, council officers (many of whom are also members of the Rainbow Communities we serve), Karepa Wall, our leadership sponsor who brought well considered guidance and experience to our hui, and our Democracy Advisor Steph James for helping the rōpū function effectively.

In the last year we also want to specifically thank the Strategy, Policy & Research Team for their genuine and consistent efforts in consultations with TRAC, and Sam Hutcheson's rigorous mahi into the formulation of the new advisory group model.

Noho ora mai,
Rākau Buchanan & Sam Low (Co-Chairs) | 28 August 2025

[1] *Rainbow as an umbrella term, including but not limited to: Māori identities such as Takatāpui identities, tāhine, or lesbian, gay, bisexual, transgender, queer, intersex individuals, asexual, or identities of the Pacific such as MVPFAFF+, fa'afafine and fakaleiti communities.*

This Year in Review

Monthly Processes: TRAC meets for two hours each month. Meetings are hybrid in nature with about a quarter of attendees joining online. A typical agenda entails opening & closing karakia, updates from WCC Councillors and ELT, and presentations by Council representatives with space for open discussion/feedback. Although it takes more time, during feedback sessions, we have found breaking out into groups of 2-4 and returning as a larger group to be effective in ensuring every member's voice is included.

Group Composition: Membership currently consists of a mixture of professionals, students, academics, and community advocates and members who are connected to the LGBTTQIA+ community in Wellington city.

Council Officers
Democracy Advisor: Steph James
Executive Leadership Team (ELT) member: Karepa Wall

Councillors
Iona Pannett
Teri O'Neill (alternate)

Membership (as of Aug 2025)
Rākau Buchanan (Co-chair as of Nov 2024)
Sam Low (Co-chair)
Vinod Bal - resigned
Jamie Clarke
Louis Crawford
Caitlin Hickman
Tatyana King-Finau (Takatāpui seat)
Bryan Patchett
Quack Pirihi (Takatāpui seat) - resigned
Miniruwani Samarakoon
Alex Sawyer
Maggie Shippam - resigned

Submissions Made

WCC LTP Amended (April 2025), key topics to TRAC**:**

- **Water Reform:** We reiterated that where water rates are introduced, there needs to be deliberate consideration for who is impacted when cost of living is increased. When wellbeing is deprioritized, rainbow communities - especially our disabled and/or takatāpui and migrant whānau - are always one of the firsts to be impacted. We called for clear, supportive policies or subsidies to be considered.

- **Paneke Pōneke bike network:** We supported continuous investment into the city's bike network, out of consideration of cost of living, environmentally-friendly modes of transport and safety.
- **Te Awe Māpara – the Community Facilities Plan**: We strongly oppose the reduction of funding to community facilities in the City. We support the upgrading of venues for more inclusivity with accessibility, functionality, staff training, and so on. WIth the heavy focus on water reform, the qualitative aspects of a city should not be deferred.
- **Begonia House (Option C - Do Minimum) OR Option E - Meets Scope):** As one of the rare public facilities that is free-to-use, we support the proposal to save the building.

Additional Training

As per previous years, no official training sessions have been arranged for the group.
As co-chairs (Sam & Rākau) we have, in our own time, formulated personal development plans for this role. Where appropriate and within our capacity we also facilitate different items for practice. We appreciate the group and Council systems have been flexible enough to enable our growth as co-chairs.

Challenges

- **Lack of Intersectionality** (e.g. inclusion of rainbow migrants and people of colour, disabled people) in solutions being presented to the group has been consistently a challenge we face. However, we also acknowledge there has been good growth in the group in this area, as we notice more confidence and support for these voices around the table. On the other hand the growth in Council policies on intersectionality with rainbow issues has been slow and at times disappointing to the group.
  To mitigate this we encourage such conversations to continue at governance and operational level, and more flexibility for policies to be shaped for improvement.

- **Tick-Box Exercise**: While occurring less often this year, mismatch of project timelines meant at times there is still the issue of projects coming in at a point where there's not meaningful engagement or space for feedback to actually be incorporated. In these items it becomes evident the presenter is unaware of why they're consulting with TRAC and what they want out of the advisory group.

- **Closing the Loop:** There is still a lack of indication to the group on what has been done with our advice. Perhaps as part of debriefing, project teams may consider how input from their advisory group consultation have or have not been implemented, and this information is passed onto the groups for their consideration also.

- **Tight Agenda:** Our newer members have felt sometimes there is not enough time in a meeting and that they have had to hit the ground running. This may be good and bad, as it means the advisory group is utilised well. Internally in TRAC, perhaps a longer and more specific period for personal introductions could have been arranged. From a bigger picture, a culture that overprioritises results over people could lead to a higher turnover rate of members, leading to disruption in our work. In the new

model it is worth deliberately including allowance for whakawhanaungatanga or internal workshops to re-centre our group culture. This will build trust among group members and between the group and council staff.

- **'Grinding to a Halt' for New Model:** The disestablishment related to the shift to the new model appears very sudden, especially more so for our new members who have only just begun to gain footing since Feb 2025. With our rich run of projects to advise on this year and the formulation of the Rainbow Action Plan, there is concern momentum of the mahi/work will be lost over this transition period of approx. 6 months of no meetings and no follow ups.
  There is also a sense of loss among members as there is no guarantee we can continue working together in the culture that we have shaped to be our own.

- **Attendance**: In continuing last year's trend, attendance has been inconsistent, understandably due to shifting capacities among our members. However, attendance rate has been high among most of our newest members. In conjunction with this year's resignation of members, this may result in a higher attendance percentage over the last 6 months.

- **Support for Takatāpui:** There is still very low attendance among the Takatāpui seats, with one resignation after a short term. It would be worth having an additional hui or interview (paid time) with these members to understand specific reasons for why engagement has been challenging. It is possible this trend would have improved with more time under Māori leadership among the co-chairs of TRAC. In the new model there also needs to be a culture of deliberate support and seeking of whakaaro and Māoritanga in our hui.

- **Older Voice:** There should be improved representation for older members of the rainbow community in TRAC (we currently only have one). This is especially important around issues of housing and wellbeing of older residents, and how there are accounts of LGBTTQIA+ people who feel the need to hide their identities once more upon entering aged care facilities.

- **Payment:** Compared to last year, there was less extra work being carried out this year (apart from the expected and reasonable pre-meeting preparations). This may be due to an improved workplan and agenda which makes better use of our time. However, we reiterate that the current honorarium rate has not been increased since TRAC's inception 4 years ago. In a sense, with every year at the unchanged rate our members are operating at a slow loss the more time we spend in this role.

- **Growing Hateful Rhetoric:** Exterior challenges with the current political climate assuredly affects the wairua of our group members. Widespread anti-trans and anti-rainbow rhetoric is evidently growing across the country - it is a growing issue for Council events and venues (e.g. protests against Pride events, Library) and also to members of TRAC. We also want to stress the need for proactive measures, as there is a genuine risk of these harmful trends influencing Council culture.

WCC Takatāpui & Rainbow Advisory Council (TRAC) | Annual Report 2025

Successes & Highlights

- **More Early Engagement:** We have had more success this year in being consulted on for projects at suitable stages where our feedback can be incorporated. We acknowledge this may be predominantly due to the fortunate timeline of the **Strategic Approaches Plan** which informed many of our hui this year.
  Other specific projects our rōpū highlighted were:
  - **Te Tai Ohinga | Central City Youth Hub:** Although the youth hub team consulted with TRAC at a slightly later stage, there were insightful discussions in that meeting which were deemed helpful to both parties. One of our members also noted that some ideas were taken on board and implemented on site (e.g. clothing swap rack), which was fulfilling to see.

  - **Libraries & Pools**: It was useful learning about resources and services available to the rainbow whānau and what is being done to continuously improve the safety of our community in these spaces. It is valuable to know what safe spaces are available for our community and we hope this culture continues within those teams.

  - **Te Toi Mahana:** We enjoyed learning of the existing diversity in that organisation and the value of community within that team. We hope there will be more room for their engagement with TRAG in the future as housing is a long-term issue for the rainbow community.

  - **Wellington Regional Stadium Trust:** We highly appreciate the initiative shown by the Trust in reaching out to TRAC for a kōrero and to establish a connection. For spaces that are not necessarily traditionally welcoming to members of the rainbow community, the group found the discussion positive and were challenged to think about indirect ways a non council-controlled venue may support LGBTTQIA+ visitors. The discussion also stemmed from a guideline document written by TRAC 3 years ago and it is encouraging to witness the continuity of our work.

- **Engagement with Mayor & Chief Executive:** We appreciate the valuable opportunity in having the Mayor and new Chief Executive visit some of our meetings. We believe these kinds of connections ‘humanise’ the process of governing a city and navigating it as particular communities.

- **Data Evidence:** Seeing Council deliberately make use of new and first-time collection of LGBTTQIA+ 2023 census data, especially when presented visually, has been an encouraging ‘full circle’ moment which clearly showed the story of the queer community in Wellington.

- **Opportunity to be in TRAC**: Members were appreciative of being given the opportunity to give back to the city and have their voices heard on the basis of their lived experiences. Especially so for queer and disabled individuals, there are not many who have been provided this position. Meeting other members of the

community in this group has also been enlightening and fun, and TRAC has been a special space for many of our members.

- **Better Feedback**: There has been increased confidence among the group in speaking up during meetings. With the assistance of our Democracy Advisor, we not only made a point to allow time for breakout groups during consultations, we also held our hui in different rooms and re-arranged the physical space for a more conducive workshop-type discussion. This appeared an effective way of creating safety for our members.

- **From Officers:** Initial challenges with agenda-shaping and timing of projects were mitigated with the support of Karepa and the manager of Connected Communities. With the move into the new model and the handover to the Engagement Team and a dedicated advisory group officer, there should be further improvement around this aspect of meetings. On the other hand, it is encouraging to know the rōpū have felt the work this year has been time-worthy.
  In the next iteration of TRAC, it would be prudent to focus on engaging with Council as a governing body to affect Councillor decisions.

Aspirations

We hope the next iteration of the Takatāpui & Rainbow Advisory Council will keep up the momentum of some of the key mahi the group has been involved with this year, especially the work outlined in the Rainbow Action Plan.
For the community, we hope there will be more Council initiative in making connections with organisations specifically for rainbow people of colour, migrants, and Takatāpui.
Out in the city, we hope to see continued celebration of Wellington's vibrant Rainbow history and community through more commissions of queer art, signage and fixture installation.
Above all, we hope that in the coming years, rainbow and takatāpui issues will continue to be honoured and taken into consideration at the Council table and at the operational level.

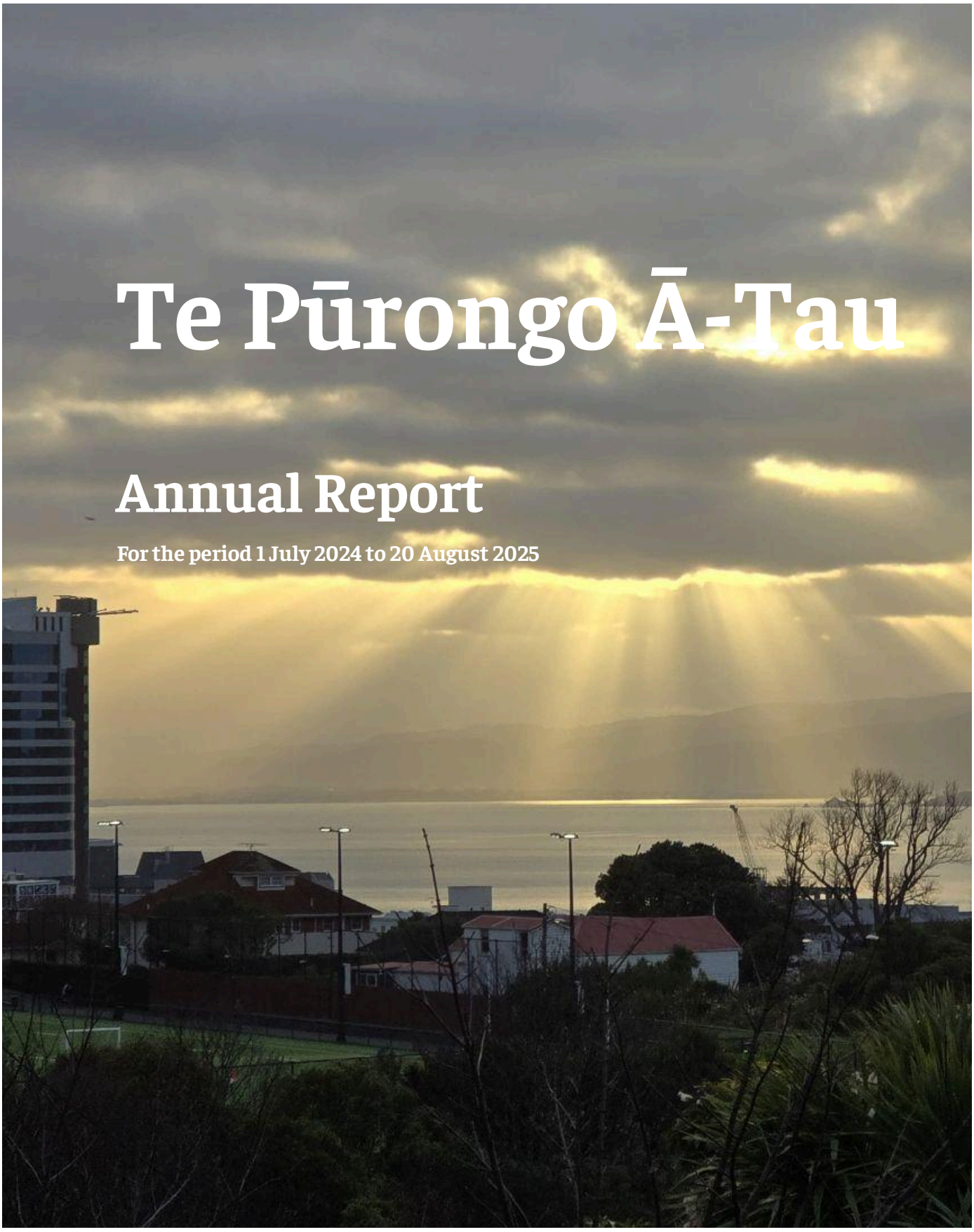
Acknowledgements

- TRAC members acknowledged the work of the co-chairs and their energy in keeping this space positive for work to grow. Stepping up as co-chair has been a great challenge to Rākau, who has grown a lot from the role and with the support of Sam.
- Councillor Iona Pannett for her collaboration with TRAC over the last 3 years, for advocating for the Rainbow Action Plan with Councillor O'Neill, and for being our staunch ally at the Council table. We appreciate the experience and commitment Clr Pannett has brought to the group in helping us achieve our goals and pushing us to do more.
- Many thanks to Deputy Mayor Laurie Foon for reaching out to TRAC and facilitating the reinstatement of the flag mural in Berhampore. We also appreciate all other councillors who voted to reinstate the mural for the community.
- The Engagement Team who have elected to spend after-work hours at TRAC meetings to learn more about how our rōpū works so that the new advisory group model works effectively. We are excited about what the new phase brings for this mahi.

- Our Council officers Steph James and Karepa Wall, for both their patience and guidance to TRAC all these years. We appreciate Karepa has worked with TRAC since day one, and we are thankful for Steph's understanding (and grit) in working with us through our challenging times as a group.
- Lastly, we'd like to acknowledge every member of TRAC and the diverse knowledge brought to the table. Each member picked up new skills and learned from one another's lived experiences, and new members have jumped straight in with fresh energy and valuable insights. From the perspective of an older member of the community, there is some sadness that the current generation of the rainbow community are having the same issues as decades prior. However, the diversity in the community now is beautiful to see and will continue to thrive.



Takatāpui Rainbow Advisory Council at their final meeting.



Te Pūrongo Ā-Tau

Annual Report

For the period 1 July 2024 to 20 August 2025

Introduction from the Chairs

We are proud to close this chapter for the Youth Council and look forward to the beginning of the Rangatahi Youth Advisory Group, continuing the important work of representing Wellington youth at the local government level.

Tēnā koutou katoa,

We submitted detailed recommendations on the Wellington's Long-Term Plan amendment and Annual Plan 2025/26. Local Water Done Well.

In 2025, the Youth Council bid farewell to our outgoing Co-Chair, Finley Duncan, and welcomed our new Co-Chair Shelly Liang, to join the re-elected Co-Chair Diana Milne. The Youth Council extends our heartfelt gratitude to Finley for all the hard work, insight and contributions that he made during his time on the Youth Council. We thank Finley for his time and energy in the role and look forward to seeing the positive impact he will continue to make in future endeavours. Shelly and Diana have worked closely together to lead the Youth Council for the remainder of the term, and have worked hard to champion the voices of youth people in Wellington.

We would like to express our sincere appreciation to members of the Council team that have provided continuous support to the Youth Council and ensure we are able to do all our work. Councillors Ben McNulty and Nīkau Wi Neera have been key figures in connecting the Youth Council to the elected Council. Our thanks also go to all Council Staff, especially the Democracy Services team for all your support. In particular Tian Daniels from the Democracy Services team and Greer Forde-MacNaughton, Senior Engagement Advisor, who have both been a core part of the Youth Council. Their unwavering support has been instrumental in enabling Youth Council's ongoing success. While they will no longer be working closely with the Rangatahi Youth Advisory Group, we are excited to welcome (the new team) and hope for continued partnership with Council Officers.

As we close out this term, we also mark the conclusion of the Wellington City Youth Council, which will soon be restructured as the Rangatahi Youth Advisory Group. It has been a privilege to work in collaboration with the Wellington City Council over the past 27 years. We want to extend our thanks to all past and present Youth Councillors for their dedicated service to the youth of Wellington. The Rangatahi Youth Advisory Group represents a significant step forward and will continue the amazing work of the Youth Council, continuing to advocate for the wellbeing and empowerment of Wellington youth.

Nāku noa, nā

D. E. Milne

Diana Milne **Shelly Liang**

Co- Chairs of the Wellington City Youth Council

Membership

Leadership:

Diana Milne (Co-chair, June 2024 - August 2025)

Shelly Liang (Co-chair, March 2025 - August 2025)

Finley Duncan (Co-Chair, June 2024 - November 2024)

Membership:

- Diana Milne (Co-Chair)
- Shelly Liang (Co-Chair)
- Aarthi Candadai
- Andrew Ackerley
- April Lily Marshall
- Arpith Sampath Kumar
- Arunan Noble
- Ashleigh Putt-Fallows
- August Metherell
- Austin Ellingham-Banks
- Brynn Pierce
- Caspar Levack
- Faizan Hasnain
- Henry Yao
- Jayathi Jaiganesh
- Kalani Fransen
- Maia Hills
- Matthew Biddington
- Naomi Tull
- Sophie Lee
- Finley Duncan (Co-Chair) (resigned)
- Ashika Chander (resigned)
- Sophia Newmann (resigned)
- Teresa Ng (resigned)



Purpose:

The purpose of Youth Council is to:

1) Assist and advise the City Council on how to help grow a great City where young people thrive and contribute to the City Council's priorities.
2) Bring extra insight to Council (a youth perspective) to solve problems facing a changing world.
3) Develop the capabilities of its members (including leadership and engaging wider youth).

Engagements and Submissions:

Long Term Plan Amendment and Annual Plan Submission

Youth Council completed written and oral submissions on the Wellington City Council's Long Term Plan amendment and Annual Plan. We appreciated the opportunity to submit and have our voices heard on significant and important changes which will impact the lives of young Wellingtonians for years to come.

In April and May, the Council consulted on options to amend the 2024-34 Long Term Plan to address financial risks and changes as part of its Annual Plan update.

For the Long term plan amendment, we submitted on the following topics: Managing Insurance and Investment Risks, Begonia House, Karori Events Centre, and Paneke Pōneke. For the Annual plan, we submitted on the following topics: Mātai Moana Reserve, Sludge Levy, Changes to Fees and User Charges, Changes to Financial Policies.



The Youth Council spent one meeting and their own time to produce a piece of work that was clear, comprehensive and reflected the differing opinions of our members. An oral submission was also delivered by Youth Councillors Sophie Lee, Shelly Liang, and Arunan Noble in addition to a written advisory opinion. This allowed for a more comprehensive presentation of the Youth Council's viewpoints and provided councillors the chance to ask specific and relevant questions. Our Youth Council representatives answered all questions with strong insight and accuracy, providing a valuable perspective from young Wellingtonians. The long term plan submission is something our Youth Council takes pride in, as it requires a large amount of mahi and focus across the board; we believe our submission was completed to a high standard exemplifying the continuous work from our council.

Local Water Done Well Submission

"Ka ora te wai, ka ora te whenua, ka ora te whenua, ka ora te tangata"

If the water is healthy, the land will be nourished. If the land is nourished, the people will be healthy.



In early May, we had the opportunity to submit on the way Wellington City Council manages the delivery of water services in the region. A committee of interested youth councillors was formed to consider the options.

A comprehensive submission was ultimately made to council and supplemented by an oral submission. After much deliberation, we were proud to provide a nuanced perspective. A split committee recommended Option 1 (the preferred option,) although it's important to note this recommendation wasn't unanimous. Following discussion to consolidate the committee's opinion, we made a number of recommendations to council. We reserved concerns, which were addressed in a diverse range of progressive recommendations; adopting a franchised model, and progressive proportional representation, all of which was welcomed by councils, and some of which, ultimately included in the final decision adopted council.

A successful oral submission addressed councils concerns regarding privatisation, and the democratic outcomes.

Advisory group change feedback

In response to the proposed changes to the Council's Advisory Group model, the Youth Council held a thoughtful discussion and voted to raise concerns with our Council representative. A supermajority of members supported seeking amendments to the proposed model, reflecting significant concern about how the changes would impact the Youth Council's ability to fulfil its purpose.

Members expressed that the proposed model risks undermining the diversity, continuity, and effectiveness of youth representation in Council decision-making. Following this discussion, the Youth Council communicated its feedback directly to Wellington City Councillors, outlining our concerns and recommending adjustments to ensure the model better reflects the distinct role and value of the Youth Council. This feedback demonstrates the strong consensus among Youth Councillors and our continued commitment to maintaining a meaningful and effective youth voice within Council processes.

Mataaho Aronui

In February, we had Paratene Wirepa-Kingi come in from Mataaho Aronui and kōrero about their mahi. We covered Tākai Here the partnership agreement between Mana Whenua and WCC, Tūpiki Ora the Māori strategy and Mahau the new app launched for Te Reo Māori use. This was a good chance to get acquainted with Mataaho Aronui and their mahi, learn about key work programs within council and discuss important topics such as Te Tiriti Partnership and the key parts of Tūpiki ora and key focus points for them.

Training & Development:

Political Neutrality

The Youth Council was incredibly grateful for the opportunity to partake in a Political Neutrality workshop during meeting time. This workshop, presented by Diana, allowed us to explore the rules and expectations around non-partisanship and the importance of maintaining unbiased discussions in our work. Through open dialogue and real-world examples, members gained a clearer understanding of how to balance personal beliefs with our responsibility to represent a broad and diverse range of youth voices across Wellington.

This session was particularly valuable in reinforcing our role as an advisory body to Council, where credibility, trust, and integrity are key. Upholding political neutrality ensures that the Youth Council remains a safe and inclusive space for all rangatahi, and that our advice is considered fair, informed, and representative of the wider youth community.

Member Development

At the beginning of the year youth council went into an introductory session with the rest of the advisory groups where we learnt about the wider background of all the advisory groups, how council operates, and how our role impacts the voices of rangatahi in Wellington. In further reference to the youth council specifically we learnt about allocation of funds through a practical activity, how funds are distributed and how much weight our voices hold. We were also given a presentation on the background of the youth council, and the work that was done in previous years e.g Te Tai Ohinga.

We also learnt the process of democracy in voting through voicing our opinions on who was to lead the group. This involved refining our skills on how proper voting works and learning how decisions are made.

Mock Submissions

As part of Youth councils commitment to training and developing our members, Youth Councillors took part in a mock submissions workshop. There were three parts to this workshop. First, we held a group discussion on what makes an effective submission. Following this, the Youth Council divided into smaller working groups, each group was presented with a fictional scenario that would benefit from the input of the Youth Council. Each group then created their own mock submission on the issue, carefully considering how our submissions would affect different groups within our community. After this, the Youth Council came back together, with each group presenting their mock submission to the rest of the Youth Council. Each group also had a chance to answer any questions other groups had on their own mock submission.

Events:

National Events

In April 2025, Shelly and Diana attended the ANZAC Day National Commemoration Service. The occasion was a chance for remembrance and recognition of New Zealanders' experiences of war. This year also marked the 80th anniversary of the end of the Second World War in 1945. We believe it is significant to have youth represented at the service, reminding us of the importance of younger generations carrying forward these stories of sacrifice and resilience.



Youth Hub Grand Opening

In August 2024, Caspar and Diana had the privilege of representing the Youth Council at the grand opening of Te Tai Ohinga | Youth Hub. The event was a milestone moment, marking the culmination of years of dedicated advocacy by the Youth Council and many others for a space designed by and for young people. It was inspiring to see this vision finally realised—a vibrant hub where young people can connect, create, and thrive.



Appendix: Member Attendancy 2024-2025

Member	Attendance Rate
Teresa Ng	85.71%
Finley Duncan	100.00%
Caspar Levack	73.68%
August Metherell	63.16%
Andrew Ackerley	89.47%
Ashleigh Putt-Fallows	47.37%
Kalani Fransen	78.95%
Diana Milne	78.95%
Aarthi Candadai	73.68%
Brynn Pierce	94.74%
Sofia Newmann	57.14%
Shelly Liang	84.21%
Sophie Lee	94.74%
Ashika Chander	100.00%
Henry Yao	100.00%
Arpith Sampath Kumar	75.00%
Austin Ellingham-Banks	66.67%
Jayathi Jaiganesh	91.67%
Naomi Tull	91.67%
Matthew Biddington	83.33%
April Lily Marshall	58.33%
Faizan Hasnain	100.00%
Arunan Noble	91.67%
Maia Hills	

ADVISORY GROUP TRANSITION PROGRESS UPDATE AND TERMS OF REFERENCE

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides an update on progress to implement the Hybrid Advisory Group model and seeks approval of the Terms of Reference for the new Advisory Groups and Strategic Advisory Panel.

Strategic alignment

2. The Advisory Group model aligns to all community outcomes by including diverse community voices into decision making. The model contributes to the 2024-2034 Long-term Plan strategic approaches of 'engaging our community', and 'making our city accessible and inclusive for all.

Relevant previous decisions

3. The Kōrau Mātinitini | Social, Cultural, and Economic Committee made the following decisions relevant to this matter. On:

- **12 October 2023** agreed to explore options for Advisory Groups, including establishing an Ethnic Communities Advisory Group in 2024, and directed Officers to report back. Advisory Group Annual Reports and Work Plans
- **10 April 2024** agreed that it is important to integrate diverse community voices, including ethnic communities, into the decision-making process. That the current model has recurring issues and constraints and agreed to establish an Ethnic Communities Advisory Group. The Committee directed Officers to explore a full range of options, including a deliberative process to ensure that we engage effectively and inclusively with Wellington's diverse communities. Advisory Group Report Back
- **28 November 2024** agreed to adopt the recommended Option Two – Hybrid of identity Advisory Groups and a joint Panel. Advisory Groups Future Model

Significance

4. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil	☒ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

5. The budget required for delivery of this work has been provided for through the 2024/34 Long-term Plan and the 2025/2026 Annual Plan.

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

6. As transition to the new Advisory Group model progresses, risks have been identified such as relationship strains with outgoing members, the quality of decision making and the need for flexibility. Strategies to mitigate these risks include implementing a comprehensive reset, conducting annual evaluations, encouraging participation in the new model through an Expression of Interest process, and maintaining transparent communication.

Author	Mandy Bohte, Manager Community Engagement
Authoriser	Lexy Seedhouse, Engagement Manager Anna Calver, Chief Economic and Engagement Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee:

1. Receive the information.
2. Adopt the recommended Terms of Reference for the Advisory Groups and Strategic Advisory Panel.

Whakarāpopoto | Executive Summary

7. Following a comprehensive review of its Advisory Groups in 2024, Wellington City Council is transitioning to a new model. This followed other reviews, which found several issues in the current model that result in a lack of clarity of the purpose of Advisory Groups; inconsistent effectiveness; a lack of alignment with strategy and decision making; challenges in representation, limited feedback mechanisms and the need to update engagement practices.
8. Adopted on 28 November 2024, the new model aims to enhance effectiveness and efficiency by incorporating a combined Strategic Advisory Panel and five identity-based Advisory Groups. The transition process, led by Democracy Services and Engagement teams, involves disbanding existing Groups and recruiting new members through an Expression of Interest process, initially open only to recent Advisory Group members.
9. The transition has been communicated to outgoing Advisory Group members, with final meetings of the current model and acknowledgements completed in August 2025. Recruitment for new members will commence after the Local Election, with induction planned for early 2026.
10. The current Advisory Group Terms of Reference (ToR) have been updated with clauses to ensure transparency, alignment, and a shared understanding among members and Officers. The areas of the ToR that were adopted by the Committee previously have been included as directed. Additional clauses have been included and feedback from recent Advisory Group Co-Chairs has been incorporated to strengthen areas such as conflict resolution, roles and responsibilities, and the recruitment process for members.

11. The full ToR appear in Attachment A. Terms of Reference need to be in place prior to commencing recruitment for the new Groups.

Takenga mai | Background

12. Wellington City Council has five existing Advisory Groups: Accessibility Advisory Group Ethnic Communities Advisory Group, Pacific Advisory Group, Takatāpui Rainbow Advisory Council, and Youth Council.

13. Three previous reviews of the Advisory Groups, undertaken in 2007, 2014, and 2020 identified issues such as:

- **Unclear roles and expectations:** Advisory Groups lacked clarity in their purpose and responsibilities.
- **Poor timing and decision alignment:** Input from the Groups often did not coincide with key decision-making processes.
- **Insufficient feedback loops:** There were limited mechanisms for providing updates and responses to Group advice.
- **Inconsistent effectiveness:** The impact of Advisory Groups varied.
- **Unsustainable expansion model:** Creating additional Groups for specific communities was not viable in the long term.
- **Outdated engagement approach:** Existing practices did not align with recognised best practice for effective and inclusive community engagement.

14. On 12 October 2023, the Kōrau Mātinitini | Social, Cultural, and Economic Committee tasked Officers with investigating options for improving the Advisory Group model, including establishing an Ethnic Communities Advisory Group, with advice on funding implications as part of the Long-term Plan process.

15. On 10 April 2024, the Committee instructed Officers to review the current Advisory Group model to identify the most effective approach for incorporating diverse community voices into strategic decision-making, ensuring intersectionality, and providing transparent, collective advice.

16. Officers advised against establishing an Ethnic Communities Advisory Group at that time. They suggested that if established, such a group would likely be disbanded within a few months to transition to a new model. The Committee decided to made an amendment to establish an Ethnic Communities Advisory Group and include it in the transition to any new Advisory Group model.

17. From April to November 2024, comprehensive research and engagement were conducted with Advisory Group Co-Chairs and members, Elected Members, and staff. A full timeline of engagement appears as Attachment B.

18. A key part of this research and engagement was workshops with Advisory Groups, focused on elements that were working well or required improvement. A summary of the workshop findings was subsequently presented to each Advisory Group to provide updates and discuss ideas. Additionally, a presentation outlining the final recommendation for the new model was delivered to all Co-Chairs for sharing with Advisory Groups. Two of these presentations appear as Attachment C.

19. Because this research was undertaken prior to the establishment of the Ethnic Communities Advisory Group, an ethnic communities focus group was held in August 2024 to ensure input from multi-cultural communities into the research.

20. A report on the findings of this research was presented to the Committee on 28 November 2024, recommending a new 'hybrid model' for the Advisory Groups. This model incorporates five identity-based Advisory Groups and a combined Strategic Advisory Panel involving all Advisory Groups members, the Executive Leadership Team, and Councillors. Further detail about the new model is available as Attachment D.

21. The hybrid model builds on the strengths of the existing approach, whilst introducing improvements in structure and strategy. It features a more collaborative design, streamlined membership, the introduction of a Strategic Advisory Panel, and more efficient meetings. The model also clarifies roles, enhances the recruitment process, and strengthens cultural responsiveness and collaboration with decision-makers. This ensures that diverse perspectives are meaningfully integrated into Council policies and operations. Guided by research and feedback from the Advisory Group Review, the new structure includes smaller, more effective groups of around eight members, aligning with best practice in community engagement. This size enables stronger dynamics, greater participation, and more impactful advice to the Council.

22. Councillors unanimously supported the adoption of the new model.

Kōrerorero | Discussion

23. The ToR for the new Advisory Groups and Strategic Advisory Panel clearly outlines the purpose, scope, roles and responsibilities and expectations of how the Groups will operate.

24. The aim of the ToR is to ensure transparency, alignment and a shared understanding among members, Officers and Elected Members.

25. Key elements of the new hybrid model were adopted by the Council at the 28 November 2024 Committee meeting and have been included in the ToR. These elements include:

Adopted Terms of Reference clauses

- Adoption of the hybrid structure of five identity-based Advisory Groups, supported by a combined Strategic Advisory Panel.
- Number, names and identity areas of Advisory Groups:
    - Disabled Communities Advisory Group (DCAG)
    - Ethnic Communities Advisory Group (ECAG)
    - Pacific Communities Advisory Group (PCAG)
    - Takatāpui Rainbow Communities Advisory Group (TRCAG)
    - Rangatahi Youth Communities Advisory Group (RYCAG)
- Group sizes: eight members per Group, except for RYCAG which has 12.
- Number and frequency of meetings:
    - For DCAG, ECAG, PCAG and TRCAG- five to seven Advisory Group meetings per year.
    - For RYCAG up to 10 Advisory Group meetings per year.
    - Plus, three to four Strategic Advisory Panel meetings per year for all Groups.
- Reserved seats for Māori members:
    - Two in both DCAG and TRCAG.
    - Three in RYCAG.
- Establishment and scope of the Strategic Advisory Panel.
- Inclusion of Pouiwi in the Strategic Advisory Panel.

Additional Terms of Reference clauses

26. Additional clauses include those that remain fit for purpose from the former Advisory Group ToR, and new clauses identified for strengthening during the review process.

27. Recent Advisory Group Co-Chairs were invited to review and provide feedback on the new clauses, focusing on bringing greater clarity, particularly around leadership roles, the purpose of the Groups, and the processes for providing impactful, identity-informed advice. The feedback was focused on aspects of the ToR that could be modified to improve how the Groups function operationally, such as:

    - Description of purpose for Advisory Groups.
    - Expectations of members.
    - Submissions on Council consultations by individuals or Groups.
    - Cessation of membership.
    - Conflict resolution guidelines.
    - Roles and responsibilities.

28. All recent Advisory Group Co-Chairs met with the Engagement team to discuss the new Terms of Reference, except the AAG Co-Chairs, who were unavailable. Feedback from these meetings is incorporated into the Terms of Reference wherever possible. A table of changes and action taken appears in Attachment E.

Recruitment

29. Recruitment for the new Advisory Group model will start with an Expression of Interest (EOI) phase. All outgoing Advisory Group members will be invited to submit their EOI during a two-week period, beginning on 8 September 2025, once the Terms of Reference are approved. This process aligns with Wellington City Council's recruitment practices following a change process.

30. All outgoing members who submit an EOI will be invited for an interview. Criteria developed by the Council's Talent Acquisition, Strategic Policy and Planning, and Engagement teams will be used for the interview assessment. This will include a mix of identity, community, and competency-based skills.

31. After the EOI and interview process, any unfilled roles will be advertised through an open process, encouraging the wider community to apply

Kōwhiringa | Options

32. The ToR need to be approved before beginning recruitment for the new Advisory Groups. The Terms of Reference provide a foundation and serve as a clear position description, roadmap, and invitation for candidates.

33. Prospective applicants will have access to a transparent outline of the Group's purpose, scope, roles, responsibilities, and required skills, knowledge, and experience. The document also clearly communicates the level of commitment expected and underpins a fair, open, and consistent recruitment process.

Options for Council to consider include:

1. Adopt the recommended Terms of Reference for the Advisory Groups and Strategic Advisory Panel.
   The ToR reflect the new model adopted by the Committee on 28 November 2024. They include additional clauses from the former Advisory Group ToR, and enhancements identified through a review process and discussions with Co-Chairs.
2. Agree to the Terms of Reference with amendments.
   Any amendments will require consideration of budgetary implications. The budget for Advisory Groups is constrained. Any increase in membership or number of meetings would mean extra costs for attendance fees, catering, training, administrative support, and staff time. For this reason, amendments will need to be assessed carefully to ensure they are affordable.
3. Do not agree to the Terms of Reference.
   The Terms of Reference will guide the recruitment phases and the commencement of the Advisory Group introductions in February 2026. Assessment of implications to timelines and necessary mitigations will need to be considered.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

34. The new hybrid model aligns with the Council embedding diverse community perspectives into strategy and policy direction, so that implementation is visible and consistent across the city, providing better outcomes for all.

Engagement and Consultation

35. A summary of engagement undertaken on the Advisory Group model and Terms of Reference appears as Attachment B.

36. The November 2024 Committee paper confirmed that current Advisory Groups would be disbanded as part of the move to a new structure with fewer members in each Group.

37. In April 2025, Advisory Group members received an update outlining the transition timeline for the new hybrid model. Detailed information about the proposed changes was shared with Co-Chairs and Advisory Group members before, during, and after the November 2024 Committee meeting. All members recruited after the November meeting, including those on the Ethnic Community Advisory Group, were informed about the new model during their recruitment.

38. From April to August 2025, the Democracy Services team collaborated closely with the Engagement team to guide the operational transition to the new Advisory Group model. During August 2025, final meetings of the outgoing Advisory Groups were held, which included celebrations of the valuable contributions of members.

39. Recruitment for the new Advisory Groups will begin following the Local Elections. Newly appointed members will participate in a welcome and induction programme scheduled for February 2026. This timeline ensures that the establishment of Advisory Groups and the Strategic Advisory Panel aligns with the Council triennium.

40. Throughout the engagement and transition process, Council staff observed a wide range of responses from Advisory Group members. These reactions were influenced by several key factors, including:

- **Individual Roles:** Members' involvement and responsibilities within their Groups shaped their perspectives on the changes.
- **Personal Experience:** Past interactions with the review process and Council staff impacted on their willingness to engage.
- **Perceived Impact:** Understanding of the changes led to varied responses.
- **Levels of Trust:** Members who felt meaningfully included in the review process were largely open to the new model, whereas newer members or those that did not engage in the review expressed some uncertainty or resistance.

41. This diversity of responses created both opportunities and challenges. Maintaining momentum required tailored approaches to engagement. Some individuals were eager and receptive, while others needed additional support and reassurance during the transition. Council staff responded by adapting communication and providing targeted resources to address concerns, build understanding, and foster effective participation in the new model.

42. To support the transition, Council staff have continued to communicate with Advisory Groups about the intended outcomes of the new model for both communities and the city. Outgoing members have been encouraged to apply for positions in the new model. While the review process and approval of the model have been explained transparently, change can be challenging, and now that implementation is underway, the specific details and their impacts are coming into sharper focus.

43. Officers organised tailored sessions with each recent Advisory Group to review the decisions and changes adopted. These sessions addressed the unique concerns and contexts of each Group. Additionally, further meetings and Q&A opportunities were offered to answer questions, clarify the direction of the new model, and collaborate around the recruitment process for new members and Terms of Reference of the new Groups.

Māori Impact Statement

44. The hybrid model was assessed against a set of criteria, including a specific criterion to 'embed and embrace te ao Māori and te Tiriti o Waitangi'. The model aims to strengthen the involvement of hapori Māori communities in Pōneke within the Advisory Groups, ensuring their perspectives and aspirations are reflected in Council decision-making.

45. Engagement with mana whenua sits outside the Advisory Group structure and will continue to be upheld through the existing Tākai Here framework. This includes ongoing representation through our Pou Iwi within Council and their inclusion in the Strategic Advisory Panel, ensuring mana whenua voices remain central to strategic direction and governance.

Financial implications

46. There is a total budget of $283k to deliver the new Advisory Group model.

47. The budget covers essential expenses, including staffing, fees for panel facilitators, member and Co-Chair training, as well as costs related to Advisory Group meetings such as catering, security, and attendance fees.

48. Two Advisory Groups, the Takatāpui Rainbow Communities Advisory Group and the Ethnic Communities Advisory Group were added in recent years without an uplift in funding. The above budget incorporates funding to accommodate the increase in the number of Groups and associated costs.

49. The budget does not provide allowance for unexpected expenses, so careful financial management will be required to stay within the allocated funds.

Legal considerations

50. There are no legal considerations.

Risks and mitigations

51. Identified risks include:

- **Relationship Strain:** A primary risk involves potential strains in relationships with outgoing Advisory Group members during the transition to the new model. This risk is heightened by the varied responses and levels of trust among members, which are shaped by several factors, including their previous experiences and the extent to which they felt included in the original research and engagement.
- **Quality of Decision Making:** Previous efforts to adjust the former Advisory Group Model have not fully addressed recurring issues. Without a significant reset, these challenges are likely to continue, diminishing the model's effectiveness and contributing to ongoing friction.
- **Need for Flexibility:** The new model must remain adaptable, incorporating ongoing evaluation and improvements. Inflexibility could reduce its effectiveness.

52. To address these risks, several strategies are in place:

- **Significant Reset:** Implementing a comprehensive reset is intended to support stronger outcomes and healthier relationships within the Groups.
- **Continuous Evaluation:** Annual evaluation reports will be provided to the Committee to ensure the model remains effective and responsive to changing needs.
- **Encouraging Participation:** Recent Advisory Group members are being encouraged to apply for positions through a closed Expression of Interest (EOI) process. This initiative is designed to help them understand the goals of the new model and foster trust and confidence in the transition.
- **Good Faith Engagement:** Transparent communication and supportive engagement help build trust and demonstrate that the transition is being managed thoughtfully and respectfully.

Disability and accessibility impact

53. The new model will enhance engagement with underrepresented communities, ensuring their input is included in decision making and improving accessibility and inclusion in Pōneke.

Climate Change impact and considerations

54. Aligning the model with the Council's key decisions will help focus it on issues like climate change.

Communications Plan

55. Following the Committee's adoption of the model on 28 November 2024, a media release and related articles were published.

56. A Communications plan has been developed for the implementation stage to ensure that all those undertaking roles in the future Advisory Group model understand the new model and can contribute in the most effective way.

57. This primary focus is on clear messaging to inform communities through existing channels and relationships about the recruitment process and implementation of the new model.

58. Internal communication for kamahi on the new ways of engaging with the Advisory Groups to support a strategic work programme are being developed.

Health and Safety Impact considered

59. Health and safety concerns are being addressed by improving conflict resolution clauses in the Terms of Reference and updating Operational Guidelines.

60. Ensuring accessible spaces for everyone is essential in the new model.

Ngā mahinga e whai ake nei | Next actions

61. Once the Terms of Reference are approved, the recruitment process will begin. Outgoing Advisory Group members will first be invited to express their interest in joining the new model. Following this, interviews will be held and final decisions about appointments will be made. If there are still roles to fill after this process, they will be opened to applicants from the wider community.

62. The project timeline plans for the new Advisory Groups to start with a welcome and introduction event in early February 2026. This will coincide with the Council's efforts to set strategic priorities for the year.

Attachments

Attachment 1.	Appendix A Advisory Groups ToR 250825	Page 1577
Attachment 2.	Appendix B Timeline of engagement	Page 1608
Attachment 3.	Appendix C AG Briefing slides September and October 2024	Page 1628
Attachment 4.	Appendix D AG Hybrid Model Nov 2024 - Paper	Page 1671
Attachment 5.	Appendix E Summary of feedback	Page 1685

Wellington City Council Advisory Groups

Terms of Reference

The Wellington City Council Strategic Advisory Groups are:

- Disabled Communities Advisory Group (DCAG)
- Ethnic Communities Advisory Group (ECAG)
- Pacific Communities Advisory Group (PCAG)
- Takatāpui Rainbow Communities Advisory Group (TRCAG)
- Rangatahi Youth Communities Advisory Group (RYCAG)

In addition, all Advisory Groups will collectively feed into the Combined Strategic Advisory Panel.

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Terms of Reference

The Terms of Reference set out the purpose, role, and operating protocols for all Wellington City Council Advisory Groups. Members are expected to uphold the values and principles outlined in the Council Code of Conduct for Advisory Group Members (see Appendix A)

Groups

The Wellington City Council Advisory Groups are:

- Disabled Communities Advisory Group (DCAG)
- Ethnic Communities[1] Advisory Group (ECAG)
- Pacific Communities Advisory Group (PCAG)
- Takatāpui Rainbow[2] Communities Advisory Group (TRCAG)
- Rangatahi Youth Communities Advisory Group (RYCAG)

In addition, all Advisory Groups will collectively feed into the Combined Strategic Advisory Panel (Appendix B).

Purpose

Advisory Group members provide high-level, strategic advice to Wellington City Council. Their role is to support inclusive, forward-looking decision-making that reflects the diverse needs of Wellington's communities (see Appendix C). This advice focuses on Council's work programme, including its policies, plans, projects, and key initiatives.

Each Group focuses on strategic issues relevant to their community identity, rather than providing technical expertise.

Advisory Group members are not appointed as representatives or spokespersons for entire communities, organisations, or interest groups. Rather, they are selected as individuals who bring identity-informed perspectives, strategic thinking, and relevant lived experience. While members may maintain strong relationships with their communities, they do not hold a mandate to speak on behalf of those communities.

[1] According to the Ministry for Ethnic Communities (New Zealand Government), **Ethnic Communities** include people who identify as **Asian, African, Continental European, Latin American, and Middle Eastern**. These groups are recognised as distinct from Māori, Pacific Peoples, and Pākehā (New Zealand Europeans).

[2] **Rainbow** as an umbrella term, including but not limited to: Māori identities such as Takatāpui identities, tāhine, or lesbian, gay, bisexual, transgender, queer, intersex individuals, asexual, or identities of the Pacific such as MVPFAFF+, fa'afafine and fakaleiti communities.

Their role is to share advice that draws on both their personal experiences and what they have learned through engaging with others.

Expectations

The role of Advisory Group members is to share advice that draws on both their personal experiences and what they have learned through engaging with others

Members are expected to:

- Engage constructively in strategic conversations.
- Focus on high-level Council strategies and projects.
- Uphold kaupapa Māori principles.
- Draw on their lived experience and community-informed perspectives to support strategic discussions.
- Attend induction and training sessions.
- Participate actively in both Group and Panel meetings.
- Contribute to the Group's Annual Report

Members are accountable for their contributions - within their capabilities and any legitimate time or resource constraints – to:

- Provide strategic, identity-based advice on Wellington City Council's strategies and projects.
- Where possible, identify evidence, community insights, and solutions that reflect the diverse needs, experiences, and aspirations of their communities.

Each Advisory Group's strategic input will be guided by an agreed Strategic Work Programme, developed in collaboration with Council Officers.

The work programme will align with the Council's long-term strategies, critical projects, and triennial priorities.

Council Officers will provide feedback to Advisory Groups on how their advice has been considered and incorporated, including rationale where advice was not adopted.

Council will take all reasonable steps to ensure that meetings are accessible, inclusive, culturally safe, and welcoming for all members.

The Council Liaison Officer, in partnership with Co-Chairs, will monitor member engagement, including:

- Punctuality and meeting attendance.
- Alignment with the Code of Conduct.

- Active and meaningful participation in the Group's strategic work programme (see also: Terms of Appointment).

Reporting

The Advisory Groups will report to the appropriate Council committee with the agreed workplan within the first four months of each financial year.

Each Advisory Group will contribute to an Annual Report prepared for the Council's relevant Committee. The report will be submitted within the first four months of each financial year.

The Annual Report will:

- Refer to the Group's Strategic Work Programme.
- Outline progress against the agreed priorities over the previous year.
- Highlight key insights and strategic advice provided.

In the interest of transparency:

The names of Advisory Group members will be made publicly available on the Council's website and through the Council's Annual Report.

Structure and Meetings

- DCAG, ECAG, PCAG and TRCAG will meet between five and seven times per year, with meeting schedules aligned to key Council priorities and planning cycles. As part of the Council's commitment to promoting youth participation and civic education, RYCAG may meet more frequently—up to 10 times per year.
- The Strategic Advisory Panel will convene three to four times per year, bringing together all Advisory Groups to provide collective, intersectional input on major Council strategies and initiatives.
- Strategic Advisory Panel meetings will be facilitated to ensure inclusive participation, constructive dialogue, and transparent decision-making processes.
- Each Advisory Group will be composed of eight members, with the exception of RYCAG, which will include up to 12 members to reflect the transitional nature of youth involvement.
- Each Group will elect two Co-Chairs, who will provide leadership, guide discussions, and liaise with Council staff and the Strategic Advisory Panel.
- Meetings of the Strategic Advisory Panel may include breakout caucus sessions as needed, allowing members to engage in focused discussions within their Advisory Groups before contributing to broader strategic conversations.

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Membership

General Criteria for All Advisory Group Members

To be eligible for membership, applicants must:

- Live within the Wellington City Council boundaries at the time of selection.
- Demonstrate the ability to work collaboratively in a team environment that values diverse lived experiences.
- Bring a strategic, identity-based perspective, rooted in lived experience and/or strong community connection.

Further details of member roles and accountabilities (including Co-Chairs) and support roles (e.g. Liaison Officers) are outlined in Appendix C.

Group-Specific Membership Criteria

Disabled Communities Advisory Group (DCAG)

Members must:

- Have lived experience with disability and/or strong knowledge of disability issues.
- Possess a broad understanding of accessibility issues across Wellington, with the ability to offer strategic input that reflects the diverse needs and experiences of disabled communities.
- Have good relationships and networks with a range of communities.

Two seats will be reserved for Māori members.

In recruitment, the Council will seek to maintain a balance across:

- Disabilities
- Cultural backgrounds
- Age
- Gender identities
- Diversity of Māori and other ethnic communities.

Ethnic Communities Advisory Group (ECAG)

Members must:

- Identify as belonging to an Ethnic Community.
- Possess a broad understanding of issues affecting ethnic communities across Wellington, with the ability to offer strategic input that reflects their diverse needs, identities, and experiences.

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- Have good relationships and networks with a range of communities.

In recruitment, the Council will seek to maintain a balance across:

- Ethnic backgrounds
- Languages
- Gender identities
- Age.

Pacific Communities Advisory Group (PCAG)

Members must:

- Identify as belonging to a Pacific community (including Pasifika peoples of diverse nationalities, cultures, languages and heritage).
- Possess a broad understanding of issues affecting Pacific communities across Wellington, with the ability to offer strategic input that reflects their diverse needs, strengths, and experiences.
- Have good relationships and networks with a range of communities.

In recruitment, the Council will seek to maintain a balance across:

- Pacific national, cultural heritage, languages and dialects spoken
- Gender identities
- Age.

Takatāpui Rainbow Communities Advisory Group (TRCAG)

Members must:

- Identify as belonging to a Rainbow community, including people of diverse sexual orientations, gender identities, and sex characteristics.
- Possess a broad understanding of issues affecting Rainbow communities across Wellington, with the ability to offer strategic input that reflects their diverse needs, identities, and lived experiences.
- Have good relationships and networks with a range of communities.

Two seats will be reserved for takatāpui (Māori rainbow community members).

In recruitment, the Council will seek to maintain a balance across:

- Cultural backgrounds
- Gender identities
- Sexual orientations

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- Age.

Rangatahi Youth Communities Advisory Group (RYCAG)

Members must:

- Be aged between 14–23 years at the time of appointment.
- Be interested in the issues that affect young people in Wellington and be willing to share ideas that reflect their diverse backgrounds, experiences, and needs.

Three seats will be reserved for rangatahi Māori (Māori youth members).

In recruitment, the Council will seek to maintain a balance across:

- Cultural backgrounds
- Gender identities
- Interests
- Ages.

Given the transitional nature of this age group, RYCAG will have a larger membership (up to 12 members).

Term of Appointment

- The standard term of appointment for members will be three years, aligned with the Council triennium.
- Before the end of the term, current members will be invited to submit an Expression of Interest (EOI) if they wish to continue serving for another term. Members must still meet the eligibility criteria at the time of reappointment—such as residing in Wellington, and for certain groups like RYCAG, remaining within the eligible age range.
- The Advisory Groups term will end, typically one month prior to the next local government elections.

Cessation of Membership

Membership will cease if a member:

- Resigns.
- Misses three consecutive meetings without providing an apology.
- Misses half of the scheduled meetings in total within a 12-month period, regardless of apologies.
- Does not take part in the Group's activities or provide input into its work over a one-year period.

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- Seriously or repeatedly breaches the Code of Conduct (Appendix A), or engages in behaviour that compromises the effective operation, cohesion, or mana of the Group or Council staff. Termination of membership on conduct grounds will only occur after reasonable steps to address concerns, provide support, and seek re-engagement have been taken.

Note: Members on sick leave will not be subject to the attendance or participation criteria above.

Participation and Engagement Process

- The Advisory Group Coordinator will monitor attendance.
- Participation will be monitored holistically, recognising that contribution can vary (e.g. verbal input, written input between meetings, or small group engagement).
- If concerns arise, the Council Liaison Officer will first seek to understand whether barriers to participation exist and provide support.
- If a concern is identified, the member will be contacted by the Co-Chairs and Council Liaison Officer for a confidential conversation. This discussion will:
    - Outline the specific concern.
    - Clarify expectations under the Terms of Reference.
    - Offer appropriate support if needed.
    - Agree on any next steps or commitments.
- The member will be given a reasonable timeframe to demonstrate improvement, with any agreed support put in place.
- If there is no improvement, a formal review of the member's participation will be undertaken by the Co-Chairs and Council Liaison Officer. The member will have an opportunity to provide context or respond.
- Based on the outcome of the review, a decision will be made on whether the member's term will continue or end. This decision will be communicated in writing.
- The decision to end membership will only occur after all reasonable steps to support the member have been explored and documented.

Reappointment and Consecutive Terms

- Members will serve a three-year term aligned with the Council triennium—commencing after the election and disbanding before the next election. Members may reapply for one further term (a maximum of six years total) if they wish.
- After completing the maximum number of consecutive terms, members may reapply for membership following a break of at least one full term.

Leadership Elections

- The election process for Co-Chairs of each Group is outlined in Appendix E.
- Leadership elections will occur early in each Group's term to ensure stable guidance and support for members.

Leadership

- Each Group will elect two Co-Chairs.
- Co-Chairs are responsible for liaising with Council staff and facilitating Group input into the Panel.
- Leadership elections will follow established election procedures.

Payment

For DCAG, TRCAG, PCAG and ECAG

- $120 per meeting for Advisory Group members.
- $150 per meeting per Co-Chair

For RYCAG

- $90 (pro rata) per meeting for Advisory Group members
- $120 (pro rata) per meeting per Co-Chair

Budget

The Advisory Groups are set up to inform the work and activities of the Wellington Council. The Groups will not be given an independent budget to commission work or undertake activities outside of work that is agreed with the City Council.

Support for Full Participation

Wellington City Council is committed to creating inclusive and accessible spaces where all Advisory Group members can participate fully and confidently.

Participation Support

- The Council will provide support to assist members who face barriers to participating in Advisory Group meetings and Strategic Advisory Panel hui.
- Support will be considered on a case-by-case basis and will be at the discretion of the relevant Council directorate.

Support may include:

- Reimbursement of reasonable travel expenses required to enable participation, particularly for members with mobility or accessibility needs.
- Payment of up to $40 per hour for a support person if this is necessary to enable a member's full participation in meetings or associated activities.

Limitations

Payments will not be made to cover the cost of childcare or other general family care arrangements associated with attending meetings.

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Accessibility of Meeting Venues

All Council-based venues used for Advisory Group and Panel meetings will be fully accessible and will include:

- Accessible entrances and facilities (including accessible toilets).
- Availability of required assistance such as New Zealand Sign Language interpreters where needed.
- Physical and sensory accommodations as appropriate to enable safe and equitable participation.

Members will also have the option to attend meetings online, recognising that flexibility is an important part of ensuring access for all.

The Council is committed to continually reviewing accessibility needs to ensure every member feels welcome, included, and able to contribute fully.

Conflict Resolution

Wellington City Council expects all Advisory Group and Panel interactions to be conducted in a spirit of mutual respect, trust, and collaboration. However, if conflict arises, the following steps will guide its resolution:

Initial Conflict Management

In the first instance, the Co-Chairs and Group members will work together and with Council Officers to seek a constructive and respectful resolution.

In the first instance, members are encouraged to approach the other party directly to discuss the issue in a respectful and constructive manner, where appropriate. If further support is needed, the Co-Chairs will work together and with Council Liaison Officer to seek a resolution that upholds the values of the Advisory Groups.

Escalation Pathways

If concerns remain unresolved, members should raise issues as follows:

- If the concern relates to another Group member, the matter should be raised with the Co-Chairs.
- If the concern relates to a Co-Chair, the matter should be raised with the Council Liaison Officer.
- If the concern relates to a Council employee, members should raise the issue with the Group's Council Liaison Officer.

Principles for Conflict Resolution

Confidentiality, cultural safety, and mana-enhancing practices will guide all conflict resolution processes. Where necessary, external facilitation or mediation support may be considered to assist in resolving complex issues.

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Conflict of Interest

The integrity and credibility of the Advisory Groups and Strategic Advisory Panel rely on members providing advice that is free from actual, potential, or perceived conflicts of interest.

A conflict of interest occurs when a member's personal interests, relationships, or affiliations could improperly influence—or appear to influence—the advice they give or the decisions they support. This might include situations where a member stands to gain personally, financially, or professionally from a matter being discussed, or where their involvement could favour an organisation or group they are closely connected to.

Members are expected to declare any real or perceived conflicts at the start of each meeting, or as they arise, so appropriate steps can be taken to manage the situation transparently and fairly.

Declaration of Interests

All new members will be required to complete a Conflict of Interest Declaration Form at the time of appointment. Members will reconfirm or update their Conflict of Interest Declaration at the beginning of each year they remain on the Group.

The Council's Advisory Group Co-ordinator is responsible for:

- Providing Conflict of Interest forms during the induction process.
- Coordinating the annual update cycle.

Ongoing Disclosure

Members are expected to declare any new or emerging conflicts of interest at the beginning of each meeting or as soon as they become aware of a conflict during their term.

Definition of Conflict of Interest

A conflict of interest for the purposes of Advisory Group and Panel work arises when a member is involved in giving advice that could:

- Directly or indirectly affect money, funding, contracts, or other resources in which the member has a personal interest.
- Benefit or impact the member's immediate family or whānau.
- Involve official positions the member holds with other organisations, groups, or entities outside of Wellington City Council.

Managing Conflicts

When a conflict is identified, the Council Liaison Officer and Co-Chairs will work with the member to determine the appropriate course of action, which may include:

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- The member withdrawing from discussions or decision-making on the relevant topic.
- Noting the conflict for transparency purposes without requiring withdrawal if the risk is minimal.

Maintaining transparency about conflicts of interest is essential to protect the trust, mana, and strategic focus of the Advisory Groups.

Review and Evaluation

The structure and functioning of the Advisory Groups will be reviewed annually. These reviews will help assess the effectiveness of the model and may inform future improvements to ensure continued alignment with Council priorities.

Review of Terms of Reference

The Terms of Reference will be reviewed when needed. Advisory Groups will have the opportunity to participate in any review process.

Support and Training

Wellington City Council is committed to providing Advisory Group members with the guidance, training, and resources required to carry out their roles confidently and effectively. Members will have access to tools and participation support that promote preparedness, inclusion, and meaningful contribution.

Council will provide:

- Full induction for all members.
- Training for all Advisory Group members and specialist training for Co-Chairs.
- Facilitated Strategic Advisory Panel meetings.
- Accessible meeting spaces and participation support (e.g. interpreters, mobility access).

Appendices

- A: Code of Conduct
- B: Strategic Advisory Panel
- C: Role Descriptions (Members, Co-Chairs)
- D: Recruitment and Selection Process
- E: Leadership Election Procedure

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Appendix A: Code of Conduct

Objective

The objective of the code is to enhance:

• Mutual trust, respect and tolerance between members as a group and with Councillors and Council staff.

• The credibility and accountability of the Council within its communities.

The following is the standard of behaviour that is expected from members of Wellington City Council and Advisory Groups.

Relationships with others

Members will conduct their dealings with each other, and Elected Members, in ways

that:

• Are open, honest and maintain integrity.

• Focus on issues rather than personalities.

• Avoid aggressive, offensive and abusive conduct.

• Maintain confidence in their Group.

Relationships with Council staff

The effective performance of the Groups also requires a high level of cooperation and mutual respect between members and Council staff. To ensure this is maintained, members will:

• Treat all employees with courtesy and respect (including the avoidance of aggressive, offensive or abusive conduct towards employees).

• Observe any guidelines that the Chief Executive puts in place regarding contact with employees.

• Not do anything which compromises, or could be seen as compromising, the impartiality of an employee.

• Avoid publicly criticising any employee in any way, but especially in ways that reflect on the competence and integrity of the employee.

• Raise concerns about employees only with their Council Liaison Officer.

• Not seek to improperly influence staff in the normal undertaking of their duties.

Breaches of Conduct and Membership Termination

Clause:

All Advisory Group members are expected to uphold the principles and standards outlined in this Code of Conduct at all times. Where a member's behaviour or conduct significantly breaches this Code or repeatedly undermines the mana, trust, or effectiveness of the Group, Council, or Council staff, their membership may be suspended or terminated. Termination of membership is a last resort, considered only when other avenues of support and re-engagement have been exhausted.

Grounds for potential suspension or termination include, but are not limited to:

- Breaches of confidentiality.
- Aggressive, abusive, or discriminatory behaviour toward other members, Council staff, or the public.
- Non-attendance or lack of engagement without reasonable excuse, beyond the thresholds already defined.
- Conduct that brings the Group or Council into disrepute.
- Failing to declare conflicts of interest or acting in ways that create a real or perceived conflict of interest contrary to the Code.
- Misrepresentation of the Group's views in public or to media without Group consent.

Who Manages the Process?

All conduct matters shall be managed by:

- The **Council Liaison Officer** (primary contact).
- The **Responsible Council Manager** (decision-maker).
- With escalation to the **Executive Leadership Team (ELT) Sponsor** if required.

Process:

1. **Concern Raised**

   Any member, Council staff, or external party may raise a concern in writing to the Council Liaison Officer.

2. **Preliminary Review**

   The Liaison Officer will assess the concern and gather any relevant context or supporting information.

3. **Formal Investigation**

   If the concern appears substantive, the Liaison Officer will notify the Responsible Manager who will:

   - Advise the member in writing of the concern.

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- Offer the member an opportunity to respond in writing within five working days.
- Consult the ELT Sponsor and Legal Advisor (if required).

4. **Interim Measures**

Where appropriate, temporary measures may be enacted (e.g. suspension from meetings), especially if the breach may affect the safety of staff or cohesion, or function of the Group.

5. **Outcome and Resolution**

The Responsible Manager may, based on the evidence and consultation:

- Issue a written warning.
- Place the member on probation with expectations for behaviour change.
- Remove the member from the Advisory Group.

6. **Communication and Transparency**

The decision will be communicated in writing to the member. The Advisory Group will be informed that a change in membership has occurred, but personal details will be kept confidential.

Right to Respond

All members subject to conduct proceedings have the right to:

- Receive written notice of the issue.
- Respond with their perspective.
- Request a support person to attend any meetings related to the process.

Contact with the media

Groups may have the opportunity to input into different initiatives and for consistency, it is important that a single point of contact is established to respond to any media enquiries.

• All media enquiries shall be redirected to Council staff.

• If it is agreed with Council staff that it is appropriate for a view to be expressed by the Group, only the Co-Chairs, may represent the Group to the media. The Co-Chairs will work with the relevant Council team in relation to any public comments.

• Views expressed to the media on behalf of the Group must have been previously agreed on by the Group as a whole.

• If a member is contacted by a journalist for a view from their Group, they must refer the journalist to Council Staff.

• Members are free to express a personal view in the media or the view of other organisations of which they are a member. However, they must make clear that these represent their private views as an individual, or the view of their organisation, and not those of Wellington City Council, or the Advisory Group they are a member of.

Confidential Information

In the course of their duties, members will receive information that they must treat as confidential. This will often be information that is either commercially sensitive or is personal to a particular individual or organisation.

Members should be aware that failure to observe confidentially will impede the performance of Council and could expose the Council to prosecution under the Privacy Act 1993 and/or civil litigation.

Council staff will ensure that Advisory Group members are aware which information is confidential.

Individual queries

Advisory Group members should not use Group meetings to raise personal matters or service requests that are better handled through the Council's Service Centre or other official public channels.

Honesty and Integrity

Members have a duty to act honestly. They must declare any private interests relating to their duties and take steps to resolve any conflicts of interest in such a way that protects the public interest. They must not act in order to gain financial or other benefits for themselves, their families, friends or business interests.

Complaints

If a member believes that another member or a Co-Chair, has breached the Advisory Groups' Code of Conduct, they may raise a complaint for further consideration.

Complaints should be made in good faith and relate to behaviour or actions that compromise the respectful, inclusive, or effective functioning of the Group. Examples may include discriminatory remarks, repeated disrespectful behaviour, or actions that undermine group cohesion.

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Appendix B: Strategic Advisory Panel

Purpose

The Strategic Advisory Panel (the Panel) brings together the voices, perspectives, and strategic insights of Wellington City Council's Advisory Groups to strengthen collective input into Council's high-level strategies, policies, and transformational projects.

The Panel aims to:

- Amplify diverse community voices at the highest levels of Council decision-making.
- Support collective, intersectional advice while respecting individual Group identities.
- Enhance trust, transparency, and influence in the strategic direction of Wellington City.
- Uphold Te Tiriti o Waitangi and promote the active inclusion of Māori perspectives.

Role

The Panel will:

- Provide strategic advice on major Council initiatives, such as the Long-term Plan (LTP), Spatial Plan, Transport Strategy, and other key priorities.
- Identify cross-cutting themes and opportunities for collaboration across different community identities.
- Strengthen the connection between community voices and Elected Members.
- Encourage strategic, future-focused input rather than operational or technical feedback.
- Model relationship-enhancing practices, with facilitation that supports open dialogue and collective influence.

Composition

The Panel is made up of:

- All members of the five Advisory Groups:
  - Disabled Communities Advisory Group (DCAG)
  - Ethnic Communities Advisory Group (ECAG)
  - Pacific Communities Advisory Group (PCAG)
  - Takatāpui Rainbow Communities Advisory Group (TRCAG)
  - Rangatahi Youth Communities Advisory Group (RYCAG)
- Elected Members of Wellington City Council

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- Tākai Here Representatives - Pouiwi
- Members of the Council's Executive Leadership Team (ELT).

Each Group’s Co-Chairs will act as key contacts and spokespeople during Panel sessions.

Meetings

The Panel will meet three to four times per year, aligned with key milestones in Council's strategic planning and decision-making calendar.

Meetings will be facilitated to support safe, open, and productive intersectional discussion.

Panel hui will include:

- Strategic briefings from Council staff on major projects or policy directions.
- Breakout sessions for caucusing within Advisory Groups where necessary.
- Joint discussions to identify collective insights and shared recommendations.

Expectations of Members

Panel members are expected to:

- Attend and actively participate in Panel meetings.
- Bring the strategic insights of their identity communities to the table.
- Engage respectfully and collaboratively across diverse perspectives.
- Focus discussions on high-level strategy and future impact.
- Uphold the Panel’s kaupapa of mana-enhancing, trust-building engagement.
- Maintain confidentiality where required, while promoting transparency overall.

Facilitation and Support

Meetings will be professionally facilitated with a focus on cultural safety, equity of voice, and strategic outcomes.

Reporting and Influence

Strategic advice and collective insights from the Panel will be reported directly to the appropriate Council committee and decision-making forums.

Annual reports on the operation and impact of the Panel will be provided to the relevant committee.

Review

The Strategic Advisory Panel will be reviewed annually.

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Notes

The Panel is not a decision-making body, but its collective strategic advice is intended to shape and influence Council's highest-level decisions.

Panel advice will complement, not replace, other forms of community consultation and engagement.

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Appendix C: Role Descriptions

Members

Position	Roles and Accountabilities
Co-Chairs (Two per Group)	Provide leadership, strategic focus, and facilitation to ensure the effective functioning and collective voice of each Advisory Group. • Uphold the Advisory Groups' Code of Conduct and model respectful, inclusive engagement at all times. • Promote open, respectful, and inclusive communication, creating space for all members to contribute meaningfully to discussions. • Maintain a positive and collaborative relationship with Council staff. • Lead the development and refinement of the Group's Strategic Work Programme, ensuring it aligns with Council priorities. • Collaborate with Advisory Group members and Council Liaison Officers to develop meeting agendas that are strategically focused and aligned with the Group's Work Programme. • Serve as spokespersons for the Group where required. • Partner with Council Liaison Officers to monitor member attendance, engagement, and participation, and to support a cohesive and inclusive group culture. • Lead the development of the Group's annual report, working in partnership with members and Council staff to reflect on achievements, insights, and impact. **Attend:** Advisory Group meetings, Co-Chair planning meetings, Strategic Advisory Panel, and induction and training sessions.
All Advisory Group Members (including Co-Chairs)	Provide identity-informed strategic advice, drawing on lived experience and community insight to support the work of their Advisory Group and the Strategic Advisory Panel. • Uphold the Advisory Groups' Code of Conduct and model respectful, inclusive engagement at all times. • Maintain a positive and collaborative relationship with Council staff.

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Position	Roles and Accountabilities
	• Demonstrate a strong personal connection to their identity group, offering perspectives grounded in real-world experiences. • Prepare for meetings in advance and contribute to discussions with an open, respectful, and forward-thinking mindset. • Actively participate in Advisory Group meetings, Strategic Advisory Panel hui, and any other related engagements. • Contribute to the delivery of the Group's Strategic Work Programme, including progressing actions and supporting key outcomes. • Focus on strategic-level matters relevant to the Group's kaupapa, and direct operational, individual, or service-related concerns to Council's public-facing channels. • Participate in induction, training, and capacity-building activities to strengthen their understanding of Council systems and processes. **Attend:** Advisory Group meetings, Strategic Advisory Panel hui, training and induction sessions.

Non-Members Who Support the Advisory Groups

Position	Roles and Accountabilities
Advisory Group Coordinator **(Diversity and Engagement Assistant)**	Provide operational, administrative, and logistical support to ensure the effective delivery of Advisory Group meetings and activities. • Prepare and distribute agendas, background briefings, minutes, and supporting documentation in collaboration with Co-Chairs and relevant Council teams. • Track Group attendance. • Coordinate logistics and accessibility requirements including venue bookings, interpretation services, dietary and mobility needs, and hybrid meeting technology. • Develop and maintain run sheets, oversee meeting day logistics, and ensure the smooth delivery of sessions.

Position	Roles and Accountabilities
	• Organise and facilitate planning meetings with Co-Chairs, ensuring they are well supported in their leadership roles. • Provide briefing support and reference material to Council staff attending Advisory Group meetings. • Serve as the primary point of contact for members, Council departments, and external stakeholders. • Circulate key documents such as work programme summaries, Terms of Reference, and updates in accessible formats. • Maintain records including membership, attendance, conflicts of interest, payments, and reporting obligations. • Monitor and track costs related to meetings and special projects and provide input into budget forecasting. **Attend:** Advisory Group meetings, Co-Chairs planning meetings, Strategic Advisory Panel meetings, onboarding and induction sessions.
Engagement Liaison Advisor **(Senior Diversity and Engagement Advisor)**	Lead the effective delivery and continuous improvement of the Advisory Group model. • Oversee the design, implementation, and refinement of operational guidelines, training resources, templates, and internal protocols. • Ensure alignment with Council's strategic priorities, Te Tiriti o Waitangi obligations, and equity-led community engagement principles. • Develop and deliver tailored induction and training for Advisory Group members and Co-Chairs in collaboration with BUs. • Lead initiatives to build Advisory Group capability, including mentoring, reflective tools, and resource development. • Act as the first point of escalation for sensitive or complex issues. • Design and lead evaluation processes to assess impact, reach, and relevance of the Advisory Group model. • Contribute to reporting, including annual summaries, case studies, and strategic insights. • Collate and synthesise Advisory Group advice and feedback for timely delivery to Council leadership and departments. • Partner with Strategy and Policy teams to embed Advisory Group insights into Council work programmes.

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Position	Roles and Accountabilities
	• Track follow-up actions to close the advice loop and ensure members are informed of how their input has been used. **Attend:** Advisory Group Co-Chairs planning meetings, Strategic Advisory Panel meetings, Advisory Group Meetings (as required) onboarding and induction sessions.
Responsible Manager	Provide strategic leadership and oversight • Monitor delivery against key milestones and escalate risks or barriers where required. • Provide professional support to staff coordinating Advisory Groups. • Ensure engagement practices uphold Te Tiriti o Waitangi, equity principles, and community-led approaches. **Attend:** Strategic Advisory Panel meetings, onboarding and induction sessions.
Council Liaison Officer	Provide leadership, relationship continuity, and professional development support for Co-Chairs and Advisory Group members. • Attend Advisory Group meetings to offer managerial presence and institutional knowledge. • Provide mentorship and leadership coaching to Co-Chairs, particularly in managing Group dynamics and Council expectations. • Advocate for the integration of Advisory Group recommendations into Council workstreams. • Approve each Group's Strategic Work Programme. **Attend: I**nduction, training, Co-chairs meetings and Advisory Groups and Strategic Advisory Panel meetings
Engagement Specialist (ES)	Provide engagement advice to support inclusive, culturally responsive, and effective participation. • Advice on inclusive engagement approaches that align with the purpose and focus of the Advisory Group.

Position	Roles and Accountabilities
	Attend: Co-Chairs Meeting, Advisory Group meetings.
Executive Leadership Team (ELT)	Provide senior leadership and strategic alignment support • Promote early involvement of Advisory Groups in relevant project planning and scoping activities. **Attend:** Strategic Advisory Panel meetings
Elected Members	Provide political context, uphold democratic accountability, and support the strategic integration of Advisory Group and Strategic Advisory Panel insights. • Explain Council's political processes and priorities when appropriate. • Convey advice and insights from Advisory Groups in relevant Council systems. • Take part in an advisory group buddy system if requested by an advisory group and approved by the Mayor. **Attend:** Strategic Advisory Panel meetings.

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Appendix D: Recruitment and Selection Process

Wellington City Council will invite expressions of interest from residents residing within the city boundaries through a range of outreach and communications channels. Individuals interested in joining an Advisory Group are required to submit an application. Shortlisted candidates will be invited to participate in an interview.

Where possible, the interview panel will include at least one member with lived experience or relevant identity-based expertise connected to the Advisory Group being recruited for.

Triennium-Based Recruitment

Recruitment for Advisory Groups will take place once every three years, aligned with the Council triennium. All members are appointed for a term of three years and may reapply for one further term (maximum of six years).

Replacement of Vacancies

Should membership in any Advisory Group fall below six members for DCAG, ECAG, PCAG, TRCAG and below nine for RYCAG during the triennium, and more than nine months remain before the end of the term, Wellington City Council may initiate a supplementary recruitment process.

Members appointed through this mid-term process will serve for the remainder of the current triennium. They will be eligible to reapply for a full term in the subsequent triennium, in alignment with the two-term limit established across all Advisory Groups.

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Appendix E: Process for Conducting Advisory Group Leadership Elections

Purpose

This document outlines the process for electing Co-Chairs for each Advisory Group under Wellington City Council's new Hybrid Model.

Overview

1. Each Advisory Group will elect two Co-Chairs.
2. A maximum of two Co-Chairs is permitted at any time.
3. Elections will be facilitated by the Council Liaison Officer.
4. Members must self-nominate for Co-Chair roles.
5. Candidates will have the opportunity to speak about their eligibility for the role for up to one minute.
6. Voting will be conducted by secret ballot.
7. The two candidates with the highest number of votes will be elected as Co-Chairs.

Timing of Leadership Elections

8. Leadership elections will be held:
    - Early in each triennium, shortly after new Group appointments are finalised (target: first or second meeting).
    - Annually for RYCAG, to accommodate natural turnover among youth members.
9. The specific election timing can be varied by mutual agreement between the Group and the Liaison Officer.
10. In the case of a vacancy, an additional election will be held as soon as practicable (see Additional Elections).

Pre-Meeting Tasks

11. The Liaison Officer will announce the upcoming election at the meeting prior to the election meeting.
12. The Liaison Officer will circulate this election procedure to all members.
13. Nominations may be received in advance or at the election meeting.

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Election Process

a) Opening Nominations

- Members self-nominate for the Co-Chair positions.
- Nominations may be made prior to or during the election meeting.
- All nominations will be noted in the meeting minutes.
- Members not present may still nominate themselves in advance.

b) Candidate Speeches

- Each candidate may address the Group for up to one minute before voting begins.
- Candidates attending remotely may address the Group by audio or audiovisual link.

c) Voting

- Voting will be conducted by secret ballot.
- Only members present (in-person or online) may vote.
- Each member may cast up to two votes.
- Ballots will be collected, counted, and verified by the Liaison Officer and one nominated Group member.

d) Result Announcement

- The two candidates receiving the highest number of votes will be declared elected as Co-Chairs.
- No vote totals or margins will be announced.
- In the event of a tie, the result will be determined by drawing names at random (e.g. from a hat by the Liaison Officer).
- Results will be recorded in the meeting minutes.
- All ballots will be destroyed after the election.

Additional Elections (in Case of Vacancy)

14. If a Co-Chair position becomes vacant:

- An additional election will be held as soon as practicable.
- A full election process will be followed for the vacant position.

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Special Notes

- All leadership elections will prioritise transparency, fairness, and inclusion.
- Cultural safety and mana-enhancing practices will be embedded throughout the process.
- Elected Co-Chairs are expected to actively partner with Council to support the Group's contribution to strategic decision-making.

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Timeline of Engagement on the Advisory Group Model

This document outlines the main timeline and key communications regarding how recent Advisory Group members were engaged in the proposal and adoption of the new hybrid Advisory Group model.

Date	Who Was Involved	Communication Type	Summary of Engagement Purpose/Content
12 October 2023	Councillors, All Advisory Group (AG) Members	Annual reports, work plans	Councillors asked staff to review the Advisory Group model and report on possible improvements after annual reports and work plans were presented. They also requested exploration of a new group for Ethnic Communities.
5 April 2024	All AG Members, Committee	Email	Officers informed Advisory Group members about a Report Back paper that recommended reviewing and improving the Advisory Group model. The Committee agreed to review the Advisory Group model and to establish an Ethnic Communities AG, via an amendment.
10 April 2024	PAG	Meeting	In the minutes from the PAG meeting on 10 April, it was noted that Councillor Matthews provided the following update: The Kōrau Mātinitini | Social, Cultural, and Economic Committee made a decision regarding Advisory Groups, including the creation of a new Ethnic Communities Advisory Group.

11 June 2024	PAG Co-Chairs	Meeting	Officers met with PAG Co-Chairs Anthony and Natalia to discuss the approach for a workshop with PAG on the Advisory Group model.
12 June 2024	Youth Council	Meeting	Officers spoke to Youth Council members and highlighted that a resolution was made by Councillors to establish an Ethnic Communities Advisory Group and explore the current Advisory Group model.
12 June 2024	PAG	Meeting	The minutes from 12 June PAG meeting show a 'Review of Advisory Groups' workshop was presented.
June 2024	PAG Members and Officers	Workshop	The first PAG workshop took place. The purpose was to provide an update on the Advisory Group review, test findings from previous reviews and identify any gaps.
2 September 2024	Youth Council Co-Chairs	Email	Officers emailed Co-Chairs Diana and Finley to share an update about the Advisory Group review.
4 September 2024	Youth Council	Meeting	Officers presented an Advisory Group review update to Youth Council.
17 Sep 2024	AAG Members	Email	Officers shared the 24 Sept agenda, which included an update on the Advisory Group review.
18 September 2024	TRAC Members	Email	Draft Advisory Group workshop analysis was shared with all TRAC members

September 2024	PAG Members	Workshop	The second PAG workshop focused on identifying strengths, assessing current and past issues, and gathering ideas for improving the Advisory Group model.
25 September 2024	TRAC Members	Workshop	Advisory Group review 30-minute workshop.
2 October 2024	Youth Council	Meeting	Advisory Group review updates were presented by Officers.
October 2024	PAG Co-Chair Maria Mitimesi and Officers.	Meeting	Officers had a one-on-one meeting with PAG Chair Maria to discuss the options being considered by the Committee.
October 2024	New PAG Members	Interviews	Recruitment for new PAG members began. During interviews, candidates were advised of the Advisory Group review but not given final details, as decisions were still pending.
24 Oct 2024	AG Co-Chairs	Email	Officers offered briefings ahead of the Committee meeting (28 Nov); and invited Co-Chairs to attend their meetings online.
25 Oct 2024	AG Co-Chairs	Email + Slides	Officers shared slides about the new model design which included meeting frequency, group size, Māori seats, term length, re-application process.
6 November 2024	TRAC Co-Chairs	Email to Cr Iona Pannet, Cr Terri O'Neill	TRAC shared their comments on the new hybrid model, prepared by Co-Chairs, with Cr Iona Pannet, Cr Terri O'Neill.

			TRAC outline that they support the hybrid model that combines joint Advisory Group meetings with TRAC-only sessions. TRAC supports middle management attending the meetings.
8 Nov 2024	AG Co-Chairs	Email	Officers updated co-Chairs on the upcoming Committee decision. Officers encouraged Co-Chairs to attend, to ask questions or speak at Committee.
21 Nov 2024	All AG Members	Email	Officers shared the Committee report on the new hybrid model, and invited members to speak/attend the 28 Nov meeting. Sam advised members that option two out of four, the Hybrid model, was the recommended model.
27 Nov 2024	AAG Members	Email	Officers reminded members about the upcoming Committee decision the next day and asked if anyone wished to speak.
28 November 2024	AG members, Chairs	Email	Officers emailed all members and Chairs to share that the Kōrau Mātinitini | Social, Cultural and Economic Committee had resolved to adopt the recommended hybrid Advisory Group model. They shared the media release with recipients.
27 Nov 2024	Co chair of AAG Erikka Helliwell	Email (to officers)	Confirmed to speak at Committee but unable to attend; expressed strong support for Officers' work.
18 Dec 2024	AAG Members	Email	Officers shared Committee's decision: adoption of hybrid model with expected implementation late

			2025. Reiterated that AAG continues until then.
2 Apr 2025	All AG Members	Email	Officers reminded Members about the transition of the Advisory Groups to the Engagement team, notified that the final meetings would take place in August 2025 and the new model starts February 2026; attached the AG committee paper.
6 May 2025	ECAG Members	Meeting	Inform and update ECAG about transition and implementation plan, listened to AG members concerns.
19 May 2025	AAG Members, Crs Pannett & Matthews	Email	Announced 27 May meeting to present model transition update, shared model overview, FAQs, and report.
20 May 2025	Youth Council	Email	Document 'Advisory Groups Future Model' was shared with Youth Council members.
21 May 2025	PAG Chair and Deputy Chair	Meeting	Meeting between Officers, and the PAG Chair and Deputy Chair. Officers asked to speak about the new model at the May PAG meeting. Chairs raised concerns and requested a further meeting with Officers.
21 May 2025	Youth Council Members	Meeting	Inform and update Members about transition and implementation plan, listened to AG members' concerns.
21 May 2025	PAG Members	Meeting	Engagement Team introductions to PAG Members.

27 May 2025	PAG Chair and Deputy Chair	Meeting	Meeting between Officers, the PAG Chair, and Deputy Chair to further discuss the new model.
27 May 2025	Youth Council Co-Chairs	Meeting	Follow up on transition to new model
27 May 2025	AAG Members	Meeting	Inform and update Members about transition and implementation plan.
28 May 2025	AAG Members	Email	Follow-up from 27 May meeting; minutes and presentation shared; invited member questions by 6 June to inform response document; confirmed continued Engagement Team presence.
3 June 2025	ECAG Members	Meeting	Raising the planning of the Ethnic Forum and ECAG's opposition to some of the elements of the new model.
4 June 2025	Youth Council	Meeting	New hybrid model discussed, Group had questions and reservations about some of the elements of the new model.
10 June 2025	TRAC Members	Meeting	New hybrid model discussed, a new Group member expressed disappointment about needing to re-apply to the Group.
18 June 2025	Youth Council Members	Meeting	Youth Council meeting with Engagement staff present to advise of hybrid model changes.
18 June 2025	Youth Council AG Members	Email	Members were provided with written advice on the avenues that they have available to them to raise their concerns on the Advisory Group changes with Elected Members.

19 June 2025	Youth Council Co-Chairs	Email	Officers emailed Youth Council Co-Chairs to let them know they were aware of concerns about the new Advisory Group model and offered to meet with them. Co-Chairs declined as they had good knowledge of the new model.
23 Jun 2025	All AG Members	Email	Shared FAQ document responding to Group feedback; acknowledged some feelings of disappointment; reaffirmed model benefits and appreciation for member contributions.
23 June 2025	Youth Council Co-Chairs	Email	Officers responded to feedback about some of the membership changes in the new model.
25 June 2025	PAG Members	Meeting	PAG Members were shown a presentation on the new model. Members expressed disappointment with some elements of the new model.
28 July 2025	All AG Co-Chairs	Email	All Co-Chairs were emailed to invite them to a hui to discuss the new Advisory Group and Strategic Advisory Panel Terms of Reference.
30 June 2025	TRAC Co-Chairs	Meeting	Discussing current work plans and the wrapping up of the current TRAC group.
30 July 2025	TRAC Co-Chairs	Meeting	Terms of Reference meeting with TRAC Co-Chairs – collating feedback about the new Terms of Reference.
30 July 2025	Youth Council Co-Chairs	Meeting	Terms of Reference meeting with RYAG Co-Chairs – collating

			feedback about the new Terms of Reference.
31 July 2025	ECAG Co-Chairs	Meeting	Terms of Reference meeting with ECAG Co-Chairs– collating feedback about the new Terms of Reference.
1 August 2025	PAG Co-Chairs	Meeting	Terms of Reference meeting with PAG Co-Chairs– collating feedback about the new Terms of Reference.
5 August 2025	PAG, TRAC, ECAG, RYAC	Email	Recruitment process update, detailing Expression of Interest process. Advising that we have met with co-chairs to review and discuss draft Terms of Reference.
15 August 2025	AAG	Email	Update to AAG members on the recruitment process including an Expression of Interest process.
19 August 2025	AAG	Email	Update to AAG members via Dem Services on recruitment process and advising that co-chairs of PAG, TRAC, ECAG & RYAC meet to review and discuss draft Terms of Reference. Advised that no meeting with AAG was held due to Co-Chair availability.
27 August 2025	All Advisory Groups	Email	Updated Advisory Groups with the Committee Report, Terms of Reference and table of ToR changes based on feedback.

Timeline of Communications and Engagement with Advisory Group members about the new model

Timeline of Engagement on the Advisory Group Model 1
Timeline of Communications and Engagement with Advisory Group members about the new model 9
12 October 2023 10
5 April 2024 10
11 June 2024 11
12 June 2024 11
12 June 2024 11
June 2024 11
2 September 2024 12
4 September 2024 12
September 2024 13
17 September 2024 13
18 September 2024 13
2 October 2024 14
24 October 2024 14
25 October 2024 14
6 November 2024 14
8 November 2024 15
21 November 2024 15
27 November 2024 16
27 November 2024 16
28 November 2024 16
18 December 2024 17
2 April 2025 17
19 May 2025 17

28 May 2025 17
19 June 2025 18
23 June 2025 18
28 July 2025 19
30 July 2025 19
30 July 2025 19
31 July 2025 19
1 August 2025 20
5 August 2025 20
15 August 2025 20
19 August 2025 20
28 August 2025 20

12 October 2023

Advisory Groups presented their annual reports and work plans to the Social, Cultural and Economic Committee (as they do each year). Members raised issues within their Advisory Groups, and Councillors asked staff to review the Advisory Group model and report back with improvement options. Additionally, they requested that staff explore options for establishing a Group for ethnic communities. PAG did not have an annual report to present at that meeting and instead submitted its annual report and work plan at the 23 November 2023 Committee meeting.

5 April 2024

Officers emailed all Advisory Group members to provide an update on a Report Back paper they intended to present to the Kōrau Mātinitini | Social, Cultural and Economic Committee in April. This was the meeting that led to an amendment to establish the Ethnic Communities Advisory Group (ECAG) and review the Advisory Group model as a whole. The report acknowledged recurring issues and constraints and recommended further investigation into improving the model before establishing a new group for ethnic communities. Councillors agreed to both conduct a review of the model and establish an ethnic communities' group under the current framework.

11 June 2024

Officers met with PAG Co-Chairs Anthony and Natalia to discuss the approach for a workshop with PAG on the new Advisory Group model.

12 June 2024

The Youth Council agenda includes an Advisory Group Review item.

Officers spoke to slides regarding the Advisory Groups and highlighted the following information:

A resolution was made by Councillors to establish an Ethnic Advisory Group and explore the current Advisory Group model to ensure effective engagement.

- Members broke into two groups and provided feedback on the following questions:
- When is a time you've felt that the Advisory Group has been effective and why do you think it has been effective?
- Are the reoccurring issues found in previous reviews the same and are we missing anything?
- Do you have good practice examples or creative ideas to share about how we can do better?

12 June 2024

The minutes from 12 June PAG meeting show a Review of Advisory Groups workshop was presented by Officers.

June 2024

First PAG workshop. The purpose of the workshop was to provide an update on the project, what was happening and what was coming next, as well testing findings from previous reviews and identify any gaps or additions and to share and gather creative ideas for engaging with diverse communities.

2 September 2024

Officers shared the document Advisory Group Review - Background Research and the with the Co-Chairs of the Youth Council.

Officers advised that over September, they would be adding to their 'brain dump of working notes and workshop analysis' as they meet with all Advisory Groups.

4 September 2024

In the minutes, from the 4 September Youth Council meeting, it is outlined that Officers presented an Advisory Group Review update to Youth Council.

Officers spoke to slides on the Advisory Group Review and highlighted the following points:

- We are looking to advertise for advisory groups in September and continue recruitment into November.
- Two documents are in development: Working notes and Analysis of Feedback. We are looking at three Challenges and Opportunities: Intersectionality, Values/Criteria and Rest.
- Intersectionality – How do we build these cross-group connections into our future model while ensuring we hear the separate voices of the groups and not increasing the workload of the groups?
- What values/criteria should we use to evaluate them? Some of the values that came through the workshop in June were: Accessibility, Te Tiriti, Autonomy, Building Consensus, Empowering, Enabling.

Youth Council provided the following feedback:

- We could provide feedback through a joint Advisory Group hui, carving out some time in a meeting.
- Some members would be happy to increase the workload and have more meetings so Groups could meet as a collective.
- We need to add flexibility into the criteria.
- Having an awareness of Te Tiriti should be evaluated rather than using it as an evaluation tool by itself.
- It would be good to have a strong onboarding including Te Tiriti training.

September 2024

Second PAG workshop. The workshop sought input from PAG members on the problems and opportunities for the future state of Advisory Groups. Topics included:

- Growing from strengths – members identified times the Advisory Group had been effective and unpacked what made those moments successful.
- Testing previous review findings – members reflected on whether issues identified in earlier reviews were still current and identified any new issues.
- Gathering good practice and creative ideas – members shared examples and ideas to help improve the model.

17 September 2024

Officers shared with all AG members the agenda for their meeting on 24 September. The email includes a presentation about the Advisory Group research. The Advisory Group review draft was also attached.

18 September 2024

Officers emailed all TRAC members ahead of the upcoming meeting and shared a draft of the Advisory Groups Review 2024 Workshops Analysis for members review ahead of the meeting for feedback.

Officers also shared the September 2024 Advisory group workshop Slideshow. In the slideshow, on slide 5, three questions were raised with the group for feedback -

- How do we build these cross-Group connections into our future model while ensuring we hear the separate voices of the groups and not increasing the workload of the Groups?
- What values/criteria should we use to evaluate them?
- What would you see in the model that would assure you that there had been a strong reset?

Officers raised in the email that it should be noted that these are not final documents, and that Officers were continuing to add to the working notes and the workshop analysis throughout September as they engage with all the Advisory Groups. Members were advised that Officers were actively seeking feedback on gaps and critiques of the documents, as well as aiming to discuss the three questions outlined in the slide deck included below.

2 October 2024

Advisory Group Review Updates were presented by Officers.

24 October 2024

Officers advised the Co-Chairs that they would give a briefing on the report closer to the Committee date of 28 November.

They asked if in the meantime, recipients would like them to join any of their meetings.

25 October 2024

Officers shared these information slides with all Advisory Group Co-Chairs. Slides included the following information:

- Expect 5 to 7 meetings per year scheduled depending on work programme.
- RYAG may have more meetings.
- Smaller group size – 8, except RYAG which is 12.
- Two seats dedicated to Māori in the DCAG and TRAC, and 3 in RYAG.
- Members serve a 3-year term aligned with triennium.
- All to re-apply, if interested, for a second term and a maximum of six years.

6 November 2024

TRAC's comments on the new hybrid model, prepared by Co-Chair Sam L, outline that TRAC supports the hybrid model that combines joint Advisory Group meetings with TRAC-only sessions, emphasising that joint discussions enhance, rather than dilute, their perspectives. They stress the need for processes that ensure member safety, encourage inclusive feedback through small group discussions, and incorporate activities to build relationships and foster open communication during meetings.

They support middle management attending, as these individuals connect strategic direction to practical projects relevant to their advice. Nevertheless, they believe ELT should continue participating in joint hui, given that their contributions offer valuable insight into Council operations.

8 November 2024

Officers emailed Advisory Group Co-Chairs to inform them that the review was nearing consideration by the Kōrau Mātinitini Social, Cultural & Economic Committee on 28 November. Co-Chairs were encouraged to submit questions or speak at the Committee.

The email follows up on the hui held the previous day, acknowledging that many could not attend. Officers listed a few points for the Group to consider:

- Questions/Comments? Do any Group Members have questions or comments following the briefing?
- Remaining meetings – Is there a need for staff to join any of the remaining Advisory Group hui before the Committee on 28 November?
- Speaking/attending – Would any members wish to speak or listen in on 28 November? It is helpful if members have time to participate, as Elected Members appreciate hearing directly from the group.

Officers emphasised that the report about the review would be shared with all Group members by email prior to being posted on the Council website on 21 November.

AG Members were encouraged to email about any of the above topics or other thoughts.

21 November 2024

Officers emailed all AG members and invited them to either attend or speak about the proposed hybrid model report at the Committee Meeting on 28 November 2024.

All AG members were advised the report would ask the Committee to consider adopting the hybrid model that they [AG members] had discussed with Officers.

Officers attached a PDF of the report to members.

Officers advised that four potential models were discussed in the paper, and option two, the Hybrid Model of identity Advisory Groups and a joint panel is recommended.

From Officers:

It's a real pleasure to let you know that the report for the Committee meeting on Thursday 28 November will be going online today. The Committee meeting calendar link is below, and a PDF of the report is attached.

I wanted to take this opportunity to thank you once again for the generous way that you have participated in this mahi to improve and refine a proposed future model. We could

not have come up with such considered options and advice for the Committee without your expert input.

The report asks the Committee to consider adopting the model we have discussed, now called the 'Hybrid of identity advisory groups and a joint panel'. It asks for increased resourcing and for the Committee to thank you for your work on this project.

27 November 2024

Officers emailed all Accessibility Advisory Group members that the decision on the future advisory group model would be decided at the meeting of the Kōrau Mātinitini Social, Cultural, and Economic Committee the following day.

Officers invited members to let them know if they wanted to speak, as an individual or on behalf of AAG.

27 November 2024

Erikka, a Co-Chair of AAG was confirmed to speak at the Kōrau Mātinitini | Social, Cultural, and Economic Committee during public participation, but wasn't able to attend.

She expressed her support for the work undertaken by Officers, saying that they had done an excellent job balancing the need to work across different Groups while still maintaining their ability to act collectively for their specific Groups.

28 November 2024

Officers emailed all members and Co-Chairs to share that the Kōrau Mātinitini | Social, Cultural and Economic Committee had resolved to adopt the recommended hybrid model. Officers shared the media release, which stated that the model:

"Maintains the strengths of the existing model, while positioning it in a more strategic way and providing a more transparent and connected structure to bring diverse voices together with Council's elected members, including pouiwi." Key recommendations included a more strategic and collaborative approach, fewer members, a combined panel, fewer and more efficient meetings, better use of resources, the addition of an Ethnic Communities Advisory Group, and changes to the Environmental Reference Group.

18 December 2024

Officers emailed all AAG members about the new Advisory Group model, stating that the new mode is expected to be in place in late 2025.

The email states that the paper containing information on this can be found in the agenda and the decision is recorded in the minutes. The Committee decided that the future advisory group model will be a hybrid with both identity groups and a panel (all members of identity groups on the panel, with reduced identity group size).

The email states that AAG will continue to operate under the current model until a time when the new model is in place – which is expected to be near the end of 2025.

2 April 2025

Transition of the Advisory Groups from under the care of Democracy Services to the Engagement team begins. Officers emailed all Advisory Group members to remind them of the new model and advise that final meetings of the current Groups would occur in August 2025, with the new model commencing in February 2026.

The Committee paper including the research into the new model was attached as a reminder.

19 May 2025

Officers shared the agenda for the upcoming meeting with AAG members and Elected Members liaisons.

Recipients were made aware the upcoming meeting on 27 May would include a presentation about the Advisory Groups transition. The presentation was shared with recipients, as well as an FAQ document about the new model.

The Committee paper including the research into the new model was attached as a reminder.

28 May 2025

Officers sent minutes from the AAG meeting on 27 May, a presentation, and information to all AAG members in a 'high importance' email.

Officers acknowledged in the email with the minutes there are a lot of feelings and thoughts among members regarding the upcoming changes – The team aims to work

through this with everyone so that support is provided and opportunities for feedback are available.

The Democracy Services Adviser offered to put together a document of questions for Officers about the Advisory Group model transition.

It was noted that the Engagement team would attend the remaining AAG meetings under the current structure, ensuring continued opportunities for questions and engagement concerning the transition.

The meeting minutes were attached, along with the presentation provided by Officers.

For those who missed the meeting, or did not review previous communications regarding the upcoming changes, a summary was included:

- Following directions by Committee in November of 2024, the Advisory Group model will be changing.
- The new model will be a hybrid model featuring Advisory Groups and a Strategic Advisory Panel.
- Existing Advisory Groups will be disbanded to implement these changes after the August meetings of the Groups.
- The new Hybrid Advisory Group model will officially launch in early 2026.
- Current AAG members wishing to be part of the Disability Advisory Group within the new model will need to apply when the recruitment process opens.

19 June 2025

Officers emailed Youth Council Co-chairs to meet about the new model. Co-Chairs decline to meet as they felt they had a good understanding of the model.

23 June 2025

Officers sent a list of FAQS to all Advisory Group members, acknowledging disappointment and feedback. The email further notes:

- The team has now met with each of the Advisory Groups to discuss the new model in transition. All feedback received was thoughtful and constructive, demonstrating how deeply members care about the communities they support, and the collaborative work accomplished with the Council.
- While change is never easy, the new model presents a real opportunity to strengthen collaboration—offering greater clarity of purpose, stronger support for members, and more influence over decisions that affect communities.

- The team is enthusiastic about this opportunity and sincerely hopes members will consider reapplying. The knowledge, experience, and leadership of current members are highly valued, and ongoing collaboration in this new phase is encouraged.
- Options are being considered for a recruitment process that honors the contributions of current members.

28 July 2025

Email to Advisory Group Co-Chairs inviting them to a hui to discuss the draft Terms of Reference for the new Advisory Group model. Some aspects of the new model—such as the structure, group sizes, meeting frequency, and budget—have already been confirmed by the Committee and are therefore not open for change.

Further information included:

- The hui will focus on gathering feedback about leadership roles, Group purpose, support and training needs, and recruitment processes.
- The draft ToR will be provided before the meeting, and members are encouraged to prepare feedback in advance.
- The hui is paid and will also cover the process for expressing interest in continued membership.

30 July 2025

Officers met with TRAC Co-Chairs to receive feedback and discuss elements of the Terms of Reference that were open to change.

30 July 2025

Officers met with RYAC Co-Chairs to receive feedback and discuss elements of the Terms of Reference that were open to change.

31 July 2025

Officers met with ECAG Co-Chairs to receive feedback and discuss elements of the Terms of Reference that were open to change.

1 August 2025

Officers met with PAG Co-Chairs to receive feedback and discuss elements of the Terms of Reference that were open to change.

5 August 2025

Officers emailed all Advisory Groups except AAG an update on the recruitment process, explaining that they met Co-Chairs to discuss and review elements of the ToR that were open to operational review. The information provided included the recruitment process for recent Group members.

15 August 2025

Officers emailed all AAG members an update on the recruitment process. The information provided included the recruitment process for recent Group members.

19 August 2025

Officers emailed AAG members with an update on the transition to the new model. Current members were informed they will be invited to submit an Expression of Interest before the roles are publicly advertised. They were also informed that Officers met with Co-Chairs of TRAC, YC, ECAG and PAG to discuss the draft Terms of Reference, covering Group purpose, member roles, and accessibility of the recruitment process. A meeting with AAG Co-Chairs was not possible due to availability of Co-Chairs.

28 August 2025

Officers emailed all Advisory Group members to let them know the Terms of Reference for the new Advisory Group model was being considered by the Kōrau Mātinitini Social, Cultural & Economic Committee on 4 September 2025.

Attachments included the report provided to the Committee, Terms of Reference and table of changes proposed by Co-Chairs and actions taken to incorporate them.

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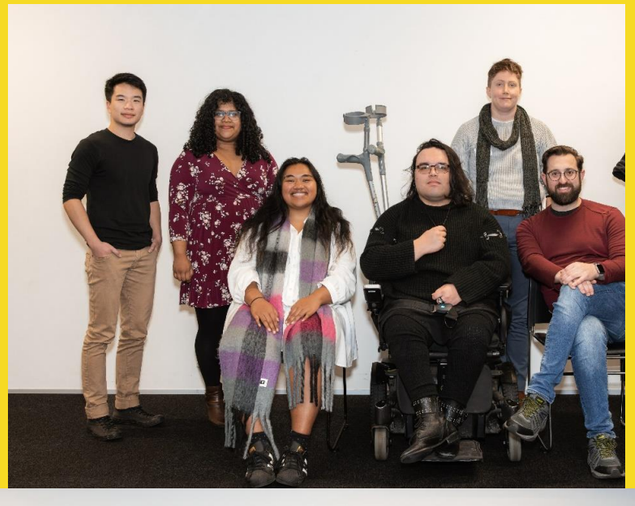
Advisory Groups Workshops

September 2024
Photos of Advisory Group members











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Working Milestones – draft

Month	Milestone
May	Early engagement Research
June	Advisory Group Workshops Internal Staff Workshop Research
July	Research – Auckland CC
August	Elected Members Hui Ethnic Communities Focus Group
September	Options development Recruitment campaign starts Information Evening 30 Sept
October	Further engagement with Advisory Groups Options finalisation
November	Report to Committee for decision
December	Ethnic Communities first meeting

To Share this month…

Two documents in development:

1. **Working Notes -** a brain dump of relevant research ideas to support the development of possible future models. Alice Ash will introduce this work

2. **Analysis of the feedback** shared at the workshops earlier in the year – Sam will give a quick overview

Challenges & Opportunities
3 Questions

1. Intersectionality

2. Values/Criteria

3. Reset

Challenges & Opportunities Questions

I'd like to explore opportunities through these questions.

1. **Intersectionality** - We had strong feedback that we should lean into the rich intersectionality that we get when the advisory groups come together. **How do we build these cross group connections into our future model while ensuring we hear the separate voices of the groups and not increasing the workload of the groups?**
2. **Values/Criteria** to evaluate future models - We will be developing a range of models shortly. **What values/criteria should we use to evaluate them?** Here are some values that came through from the workshops in June
   a. Accessibility
   b. Te Tiriti
   c. Autonomy, such as the groups should help shape the agenda
   d. Building consensus – strong, deep and broad discussion leading to good consensus
   e. Empowering – strong commitment; willingness to co-design;
   f. Enabling – giving groups choice and ability to be strategic
3. **Reset** - There has been a clear theme that we need to make enough change to ensure a good reset of the model. **What would see in the model that would assure you that there had been a strong reset?**

Additional ideas re Values/Criteria so far

From YC

- Flexibility
- For Te Tiriti, more about awareness of te ao Māori and te reo Māori in Wellington context – wording to be follow

From ERG

- Transparency – use facilitation
- Iterative/Pace approach and early engagement
- Flexible/mindful use of hours

From PAG

- Mindful use of hours e.g. different delegates from each Group attending Cross Group hui to spread the load
- Not let resourcing dictate option possibilities
- Provides good feedback loop

How would you like to give feedback?

We will be gathering thoughts over September, how would you like to give feedback on the

- 2 Documents
- 3 Questions
- Anything else?

Advisory Groups Mahi

24 October 2024













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Direction & Mandate for this work

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee on 10 April 2024:

1)Receive the information.

2)Agree that it is important to integrate diverse community voices, including ethnic communities, into the decision-making process.

3)Note that the current model has recurring issues and constraints.

4)Agree to establish an Ethnic Communities Advisory Group.

1) Include the Ethnic Advisory Group in the transition to any new engagement model, if/when council decides to transition all the advisory groups into a new model.
2) Engage with Ethnic Community stakeholders and provide funding to hold a multi-cultural forum in 2024/25, to provide input and advice to Council on issues identified by the community as well as the new engagement model.

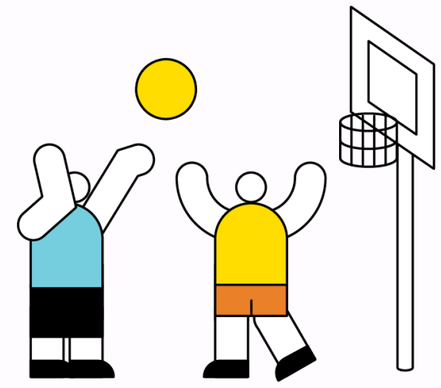
5)Direct officers to explore a full range of options, including a deliberative process to ensure that we engage effectively and inclusively with Wellington's diverse communities so they have an effective and mana enhancing voice to inform the Council's work including how we engage with Ethnic Communities.

Opportunity Statement

How do we lift diverse community voices and integrate them into strategic decision making while supporting intersectionality and enabling more transparent and collective advice?



What have we learnt? - Engagement



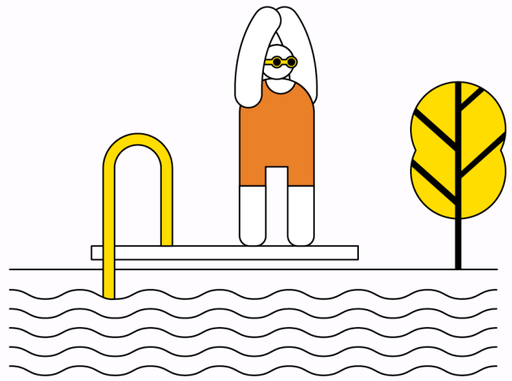
Engagement included

- Advisory Groups
- Staff
- Elected Members

Findings

1. **Lack of clarity** – a clear purpose is essential to reduce confusion
2. **Inconsistent engagement–** current model impacts on relationships and outcomes
3. **Undervalued** – current model too transactional, and members feel undervalued and not heard
4. **Undue pressure** – Submission writing at the end of a consultation process is time consuming and members prefer earlier engagement
5. **Lift voices, support cohesion** – There is a need to amplify the voices of diverse communities' while fostering unity and cohesion
6. **Elected member connection valued** – The link to Elected Members is highly valued by all parties involved
7. **Support for significant reset** – Advisory Group members support a substantial reset to address current challenges
8. **Increase Māori participation** – Advisory Group members recommend enhancing Māori participation and incorporating Māori customary practices

What have we learnt? - Research



Research included

- Lit Review
- Statistical data
- Ethnic Communities Focus Group
- Auckland Council research visit

Findings

1. **Unite diverse communities** – Bringing diverse communities together facilitates better understanding of other perspectives and results in more creative solutions to tricky problems
2. **Smaller groups more effective** – Smaller group sizes and clear roles provide more effective advice
3. **Build engagement and respect** – Advisory group contact with Elected Members drives connection, respect, and understanding to inform decisions
4. **A range of identities together** – Internationally, groups are generally technical and strategic and/or project focussed, including a range of identities within them
5. **Population diversity represented** – The current and proposed new groups correlate to the populations that are not as heard
6. **Process and facilitation** – Good processes and facilitation support better outcomes
7. **An engagement tool** – Advisory Groups are only one method in the toolkit for hearing community voices. There are a wide of range of methods including deliberative processes
8. **Fresh perspectives** – Regular refreshing of membership provides fresh perspectives

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Ethnic Communities Focus Group Report



An Ethnic Communities Focus Group was held on 22 August, to ensure that the voices of Ethnic Communities as we explored future models for the Advisory Groups

A high-level summary of findings will be provided by Sahina Hossen and Daniel Dunn, Program Managers, Aotearoa Refugee & Migrant Support Services

WCC Advisory Group
A Qualitative Study

By Sahina Hossen, from ARMSS

Aotearoa
Refugee and Migrant Support Services
ARMSS

Steps followed to conduct the study



Recruiting participants



Appointing a Moderator



Conduct focus group sessions



Data collection



Generating the report

Recruiting Participants



1. Invites were sent out to different ethnic communities in Wellington to participate in the research
2. Responses received from different ethnic community members expressing interest to participate in the research
3. 14 participants for the research were shortlisted based on their engagement with their communities
4. The participants were allocated into three focus groups, with heterogeneity amongst group members

Moderator Appointed

Provide a brief introduction and purpose of the study to all participants

Provide clear guidelines and instructions for all participants to follow throughout the sessions

Introduce facilitators for each focus group

Focus Groups

- Each group consisted of at least 4 members

- Each group had both males and females with varied ages, and those belonging to different ethnic communities







All responses provided by participants in the sessions were collated by facilitators

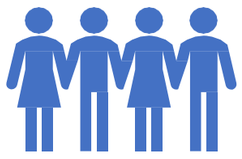


Facilitators provided their individual feedback on the sessions afterwards

Data Collection



Participants were allocated specific time to discuss in their respective groups the questions they were given



All responses from participants followed by focus group discussions were collated



Common themes of all discussions were identified and recorded



Wellington City Council Advisory Group Report

By Daniel Dunn for ARMSS

Aotearoa
Refugee and Migrant Support Services
ARMSS

Made with Gamma



Role and Purpose

1 **Strategic Advice**

Provide fact-based input for council decision-making.

2 **Community Representation**

Advocate for diverse ethnic communities' needs.

3 **Cultural Sensitivity**

Offer unbiased, culturally appropriate guidance.

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Challenges

- **Ensuring Inclusive Dialogue:** Balancing individual perspectives with the voices of diverse communities.
- **Meaningful Consultation Timing:** Providing opportunities for community involvement at crucial stages.
- **Culturally Informed Recruitment:** Promoting diverse representation in the selection process.



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Addressing Challenges

Data Collection

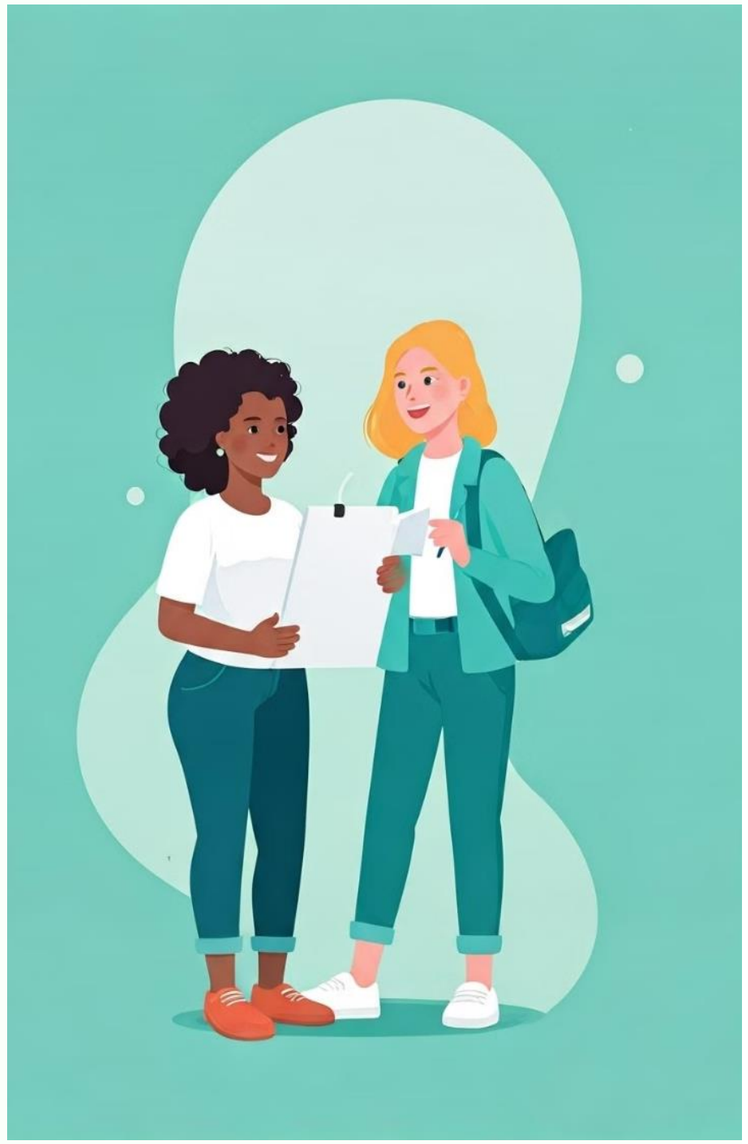
Gather information directly from community groups.

Community Engagement

Interact with members to identify specific problems.

Regular Evaluation

Conduct periodic reviews to ensure continuous improvement.



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Proposed Solutions

1

Regular Check-ins

Maintain focus and address emerging issues promptly.

2

Improved Recruitment

Enhance process to ensure diverse, culturally aware members.

3

Role Clarity

Differentiate between advisory and advocacy responsibilities.



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Potential Risks

Personal Gain

Members may prioritize individual interests over group objectives.

Divided Interests

Conflicts may arise from differing perspectives within the group.

Information Sharing

Inadequate communication may hinder group effectiveness.



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Group Focus and Representation

Diverse Advice

Challenging the status quo to provide solutions for varied ethnic groups.



Community Reconnection

Maintain trust by reengaging after decision making.



Inclusive Representation

Strive to represent entire community, with a focus on inclusivity.



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Toolkit and Induction

1 **Comprehensive Onboarding**

Develop toolkit for new members' understanding.

2 **Privacy and Security**

Prioritize confidentiality to ensure group trust.

3 **Accessible Feedback**

Implement user-friendly online feedback methods.



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Facilitators' Feedback

Inclusive Selection:

Advisory members should represent all ethnicities, not just their own, and be chosen based on their ability to reflect diverse perspectives

Recruitment Strategies:

Outreach to ethnic communities should go beyond current methods, ensuring accessibility for all

Geographic Representation:

Consider suburban ethnic minorities in selection to ensure broad representation

Effective Engagement:

Encourage open, positive communication, free from barriers like faith, politics, or language

Criteria Concerns:

Current selection criteria may exclude capable individuals, calling for a more inclusive approach

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Thank you



Aotearoa
Refugee and Migrant Support Services
ARMSS

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Model Criteria

- Enable clear, cohesive, strategic advice
- Process supports good outcomes
- Enhance positive, trust filled relationships
- Embed and embrace te aō Māori and te Tiriti o Waitangi
- Create safe spaces for confident and effective contribution

Driving a reset

From	To	Why
Transactional	Relationship enhancing	Current model is damaging relationships
Administrative	Strategic	Quality of advice needs to be improved
Undervalued	Mana enhancing	Negative interactions are diminishing mana
Meeting orientated	Work programme driven	Less meetings, better strategic outcomes
Siloed, group driven	Facilitated, cohesive, transparent, Panel advice	Need for quality facilitation to enable connected advice
Lack of agreed role	Role clear & easily understood	Unclear messages and system placing pressure on members
Not framed to support Partnership	Better support partnership with mana whenua & Māori	Our Partnership is not built into our current model
Constrained	Responsive & Iterative	Current model constrains the way the Groups operate

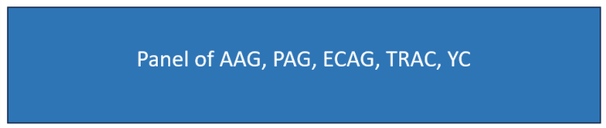
How we will achieve a reset

Change	How
Relationship enhancing	• Implementation to focus on relationships first, providing safer, more culturally responsive spaces
Strategic	• Scope reduced to high level strategic matters & strategic projects – not current reactive mix • Agendas driven by WCC strategy & policy, and major strategic project work programmes • Improve recruitment processes and increase the focus on strategic advice-giving skills
Mana enhancing	• Increased interaction with Elected Members at Panel level • Deliberative process in Panel increases transparency and the opportunity to influence decisions
Work programme driven	• Driven by the work programme through the Panel with break outs for caucusing in Groups and as needed between Panel hui

How we will achieve a reset

Change	How
Facilitated, cohesive, transparent advice	• Mid-level managers partner with Co-Chairs to receive facilitation training and work together to support AGs • Facilitation provided to Panel • Smaller Group size
Role clear & easily understood	• Simplify role to provide identity-based advice and not technical expertise e.g. advice on strategies/policies to inform projects not on specific non-strategic projects. • Move ERG out of model • Develop Implementation Guidelines and Tools to ensure consistent messaging and support for the model • More extensive induction
Better support partnership with mana whenua & Māori	• Pou Iwi included in EM attendance at Panel Hui • 2 member seats reserved for hapori Māori (more for RYAG if they retain larger membership) • Increase Māori cultural practices into support for AGs
Responsive & Iterative	• Learn & adjust as we go • 3 yearly review & annual evaluation/feedback • High level TOR enables iteration

Options

Option	Description
One Status Quo 	Status Quo with some operational effectiveness improvements ERG to remain in model
Two Hybrid 	Agendas are focussed on strategic decisions Lifts community voices through a two-tiered approach with identity based Advisory Groups coalescing through a Panel ERG to move to Bi-Monthly Mayoral Forum
Three Panel 	Create a panel made up of the 5 identity-based Advisory Groups. No separate Advisory Groups
Four Citizen's Assembly only 	Coalesce strategic input through deliberative processes No Advisory Groups

Option assessment

Option	Assessment
One Status Quo +	• Similar attempts have not provided sustained improvement • Some small changes are better than continuing with current model as it is
Two Hybrid - Recommended	• Strategic work programme driven • Less meetings but they are done well • More effective and efficient as provides coalesced advice and better use of resources by having less but more effective meetings • Creates safer more collaborative spaces for AGs
Three Panel	• Does not provide tailored, safe spaces for each identity-based group • Does provide a role for all existing members
Four Citizen's Assembly only	• Coalesces strategic input through deliberative processes and does not lift individual community voices • Does not provide a role for existing members

Recommended model - Hybrid



Work Programme

Identity Strategic Advisory Groups	Combined Strategic Panel	Examples
Preparation for Strategic Matters at Panel	Strategic Matters are deliberated	LTP
Preparation for Strategic Projects at Panel	Strategic Projects are deliberated	Te Ngākau
Provide advice on Project that are strategic for the identity group	NA	Youth Hub Pasifika Festival Accessibility Action Plan

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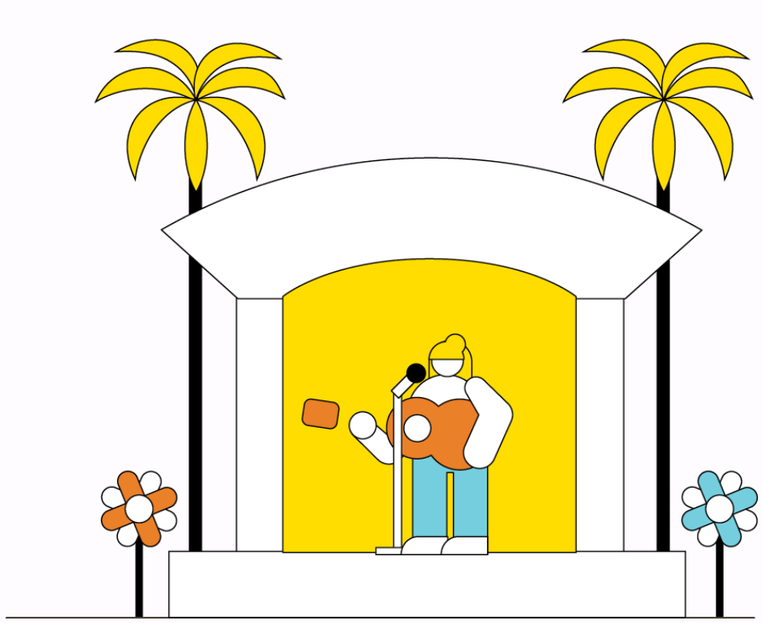
Combined Strategic Advisory Panel

- High level strategic matters - e.g. LTP and the Transport Plan
- Strategic projects - e.g. Te Ngākau
- 3-4 times per year
- All Group Members
- Elected Members & ELT attend



Identity Advisory Groups

X 5 Strategic focused advisory groups

- DCAG; ECAG; PAG; TRAG; RYAG
- Receive information and build identity view on strategic matters and strategic projects to provide advice and input into the Panel.
- Strategic identity-based projects conducted separately from the Panel e.g. Youth Hub

Frequency of meetings

- Expect 5 to 7 meetings per year scheduled depending on work programme
- RYAG may have more (democracy in training)

Term and Recruitment

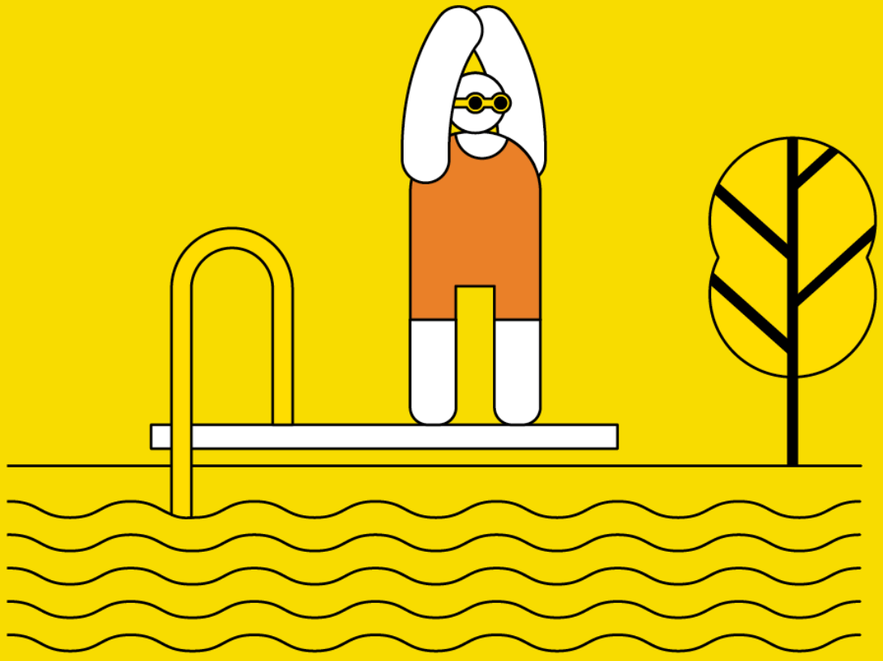
- Smaller group size – 8, except RYAG which is 12
- 2 seats dedicated to Māori in the DCAG and TRAG, and 3 in RYAG
- Members serve a 3-year term aligned with triennium
- All to re-apply, if interested, for a 2nd term – max 6 years

Leadership and Training

- Training and extensive induction provided for all members
- Each Group has 2 Co Chairs
- Specialist training for Co-Chairs



Questions



ADVISORY GROUPS FUTURE MODEL

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides advice on a range of potential future models for the current Advisory Groups following a review. The aim of the review was to identify a model that could best lift diverse community voices and integrate them into strategic decision-making, while supporting intersectionality and enabling more transparent and collective advice.

2. This paper recommends a change to the current arrangements and the adoption of Option Two – Hybrid of identity advisory groups and a joint panel.

Strategic alignment

3. This project contributes to all Community Outcomes by integrating diverse community voices into decision making. It focuses on improving how we make decisions to encourage better outcomes. Specifically, this project will help embed the Strategic Approaches as set out in the 2024 LTP.

4. The proposed new model will improve the way we engage our communities, especially those communities that find it hardest to be heard. Ensuring that these voices are heard and integrated into decision-making will enhance accessibility and inclusion in Pōneke. The model will provide better value for money and more effective delivery, addressing the recurring issues of the current model. The proposed model will also better integrate te ao Māori customary practices, such as in the way the meetings are run and hosted, to encourage increased Māori participation, although the recommended model is not specifically a Māori model. Ensuring that the model supports input into the Council's most strategic decisions will increase its focus on critical matters.

Relevant previous decisions

5. The following decisions are relevant to this matter. The Kōrau Mātinitini | Social, Cultural, and Economic Committee on 10 April 2024 agreed or noted the following**:**

   - That it is important to integrate diverse community voices, including ethnic communities, into the decision-making process.
   - That the current model has recurring issues and constraints.
   - Agreed to establish an Ethnic Communities Advisory Group.
   - Agreed to explore to engage with Ethnic Community stakeholders and provide funding to hold a multi-cultural forum in 2024/25, to provide input and advice to Council on issues identified by the community as well as the new engagement model.
   - Directed officers to explore a full range of options, including a deliberative process to ensure that we engage effectively and inclusively with Wellington's diverse communities, so they have an effective and mana enhancing voice to inform the Council's work including how we engage with Ethnic Communities.

6. Other relevant decisions are:

Kōrau Mātinitini | Social, Cultural and Economic Committee decisions

- 12 October 2023
  - Agree to explore options for advisory groups, including establishing an Ethnic Advisory Group in 2024, and direct officers to report back.
  - Direct officers to provide advice on the funding implications and options for establishing an Ethnic Advisory Group as part of the LTP process.

Te Kaunihera o Pōneke | Council 14 December decision

- Te Atakura 2023 Update
  - Request that officers investigate approaches to help our communities engage in climate action, including the use of a citizen's assembly.

Significance

7. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil	☐ Budgetary provision in Annual Plan / Long-term Plan	☒ Unbudgeted $85k

8. An initial increase in budget in the 2024 Long-term Plan (LTP) of $130k was included. Following this work to define the recommended model, additional funding is required for the reset which includes expert facilitation costs, coordination, to uplift the effectiveness of relationships and advisory outcomes. See the financial section in this paper for more information.

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

9. The risks in this work relate largely to relationship strain and to the quality of decision making. The multiple reviews and attempts to tweak the current Advisory Groups Model have not managed to address the recurring issues. If the model does not have a significant reset, then these issues will continue to reduce the effectiveness of the model and to create friction. A significant reset will support better outcomes and relationships. The model must be sufficiently flexible to allow for future improvements in response to continuous evaluation.

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Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee:

1. Receive the information.
2. Adopt the recommended Option Two – Hybrid of identity advisory groups and a joint panel.
3. Direct that the Environmental Reference Group be separated out from the current model and become a bi-monthly Mayoral Forum in early 2024 but be reviewed, evaluated and reported on alongside the new Hybrid Model.
4. Agree that an increased budget is required of $85k pa to ensure the new model is supported and operates effectively.
5. Direct that the Committee receives a report annually on the new Advisory Group Model.
6. Thank the Advisory Group Co-Chairs and Members for their invaluable input into the review of the current model and recommendations for the future.

Whakarāpopoto | Executive Summary

10. Council is committed to integrating diverse community voices, including ethnic communities, into the decision-making process. As directed, this work explores a full range of options, including a deliberative process, to ensure that we engage effectively and inclusively with Wellington's diverse communities, so they have an effective and mana enhancing voice to inform the Council's work including how we engage with Ethnic Communities.
11. Significant engagement and research has occurred this year, mainly with existing Advisory Groups and through an Ethnic Communities Focus Group. The focus group enabled engagement with ethnic communities prior to the establishment of an Ethnic Communities advisory group (which will meet for the first time in December 2024). In addition, research into national and international models has informed the development of the range of model options.
12. Four potential models are discussed, and option two, the Hybrid Model of identity advisory groups and a joint panel is recommended. The Hybrid Model maintains the strengths of the current model, while positioning the model in a more strategic way, and providing a more transparent and connected structure to allow the diverse voices to come together with Elected Members including Pouiwi.

Takenga mai | Background

Advisory Groups

13. Over the decades, the Advisory Groups have contributed significantly to more inclusive decision making. The Council currently has five Advisory Groups:
    - Accessibility Advisory Group (AAG),
    - Environmental Reference Group (ERG),
    - Pacific Advisory Group (PAG),
    - Takatāpui and Rainbow Advisory Council (TRAC), and

- Youth Council (YC).

14. Further information on the current model and the findings of previous reviews can be found in the 10 April Advisory Group Report Back of this year.
15. As part of a recent full recruitment round for all Advisory Groups, recruitment for the new Ethnic Communities Advisory Group (ECAG) has been undertaken. This additional group will operate under the current Terms of Reference and the first meeting for this group is expected to take place in December.
16. There has been significant engagement with Advisory Groups which has confirmed that problems identified in multiple previous reviews remain, which was outlined in the April Advisory Group Report Back.
17. As the work exploring the future model progressed, the original problem statement became an opportunity statement:

    'How do we lift diverse community voices and integrate them into strategic decision-making while supporting intersectionality and enabling more transparent and collective advice'.

18. The new understanding of and value for intersectionality has led to a focus on crafting a new model that allows the richer insights to be gained. Also, both the awareness of the increasing polarisation and divisions in society generally, and the desire for more transparency which can lead to processes that build and encourage trust, has informed the opportunity statement.

Kōrerorero | Discussion

19. There has been significant engagement and research to support the development of model options and the recommendation. The expert and generous input of the Advisory Group Co-Chairs and Members has been invaluable throughout this work.

What we have learnt – Engagement

20. Extensive engagement was undertaken, including with Advisory Group Co-Chairs and Members, Elected Members and staff. The first stage was a series of workshops with each Advisory Group, a wide range of staff who have roles in relation to the Advisory Groups and with Elected Members. A summary of the workshop findings (included in Attachment 1 Research and Engagement Report) was presented as part of repeated visits to each Advisory Group to provide updates and discuss and test ideas as the work progressed. There were numerous discussions with staff members and with a range of community members.
21. There was wide ranging feedback both at the high level, which has informed the consideration of the model, and at the process level, which will inform potential future operational guidance and practices. The following are the key findings from this engagement:
    - *Lack of clarity* – a clear purpose is essential to reduce confusion.
    - *Inconsistent engagement* **–** the current model impacts on relationships and outcomes.
    - *Undervalued* – the current model is too transactional, and members feel undervalued and not heard.

- *Undue pressure* – Submission writing at the end of a consultation process is time consuming and members prefer earlier engagement.
- *Lift voices, support cohesion* – There is a need to amplify the voices of diverse communities' while fostering unity and cohesion.
- *Elected member connection valued* – The link to Elected Members is highly valued by all parties involved.
- *Support for a significant reset* – Advisory Group members support a substantial reset to address current challenges.
- *Increase Māori participation* – Advisory Group members recommend enhancing Māori participation and incorporating tikanga Māori (customary practices).

What we have learnt - Research

22. Research done to support this work included a literature search, statistical data analysis, an ethnic communities focus group and engagement with other Councils, in particular Auckland. Further information is included in the Research and Engagement Report (Attachment 1).

23. Literature research included work on national and international models; group effectiveness, make up and size; facilitation; indigenous models, and models that support accessibility, inclusiveness and youth. Statistical data and analysis such as population trends and analysis of the reach of our current engagement also informed the work.

24. Voices from the city's ethnic communities were brought into this work via an Ethnic Communities Focus Group, which was held on 22 August. The research was undertaken by Aotearoa Refugee and Migrant Support Services. This qualitative report is provided as Attachment 2. The report includes a summary of the feedback and suggestions for best practice and stressed the:
    - importance of ensuring inclusive dialogue which balances individual perspectives with the voices of diverse communities;
    - meaningful consultation timing, and
    - culturally informed recruitment.

25. The focus group members advised that regular check-ins, improved recruitment and encouraging role clarity to avoid confusion between an advisory role vs an advocacy role are essential. They also recommended comprehensive onboarding, ensuring group trust and using accessible feedback methods. It was striking how similar the issues and concerns identified in the focus group were to those of the Advisory Groups.

26. Multicultural Wellington played a key role in encouraging participation in the focus group and distributing updates about this work regularly. Key conversations provided valuable insights.

27. The following are the key findings of this work:
    - *Unite diverse communities* – Bringing diverse communities together facilitates better understanding of other perspectives and results in more creative solutions to tricky problems.

- *Smaller groups are more effective* – Smaller group sizes and clear roles provide more effective advice.
- *Build engagement and respect* – Advisory group contact with Elected Members drives connection, respect, and understanding to inform decisions.
- *A range of identities together* – Internationally, groups are generally technical and strategic and/or project focussed, including a range of identities within them.
- *Population diversity represented* – The current and proposed new groups align with the populations that are often underrepresented in our engagement with the community.
- *Process and facilitation* – Good processes and facilitation support better outcomes.
- *An engagement tool* – Advisory Groups are only one method in the toolkit for hearing community voices. There are a wide of range of methods including deliberative processes.
- *Fresh perspectives* – Regular refreshing of membership provides fresh perspectives.

Driving a reset

28. It is crucial that any modifications to the model are substantial enough to drive the necessary transformation, enhance outcomes, and engender confidence. The above research and engagement has enabled the identification of the following eight key shifts outlined in the table below. Within the table, a description of the current state is provided, along with the desired state and the reasoning.

From ⇨	To	Why
Transactional	Relationship enhancing	Current model is damaging relationships
Administrative	Strategic	Quality of advice needs to be improved
Undervalued	Mana enhancing	Negative interactions are diminishing mana
Meeting orientated	Work programme driven	Less meetings, better strategic outcomes
Siloed, group driven	Facilitated, cohesive, transparent, Panel advice	Need for quality facilitation to enable connected advice
Lack of agreed role	Role clear & easily understood	Unclear messages and system placing pressure on members
Not framed to support Partnership	Better support partnership with mana whenua & Māori	Our partnership is not built into our current model

Constrained	Responsive & iterative	Current model constrains the way the Groups operate

Model Assessment Criteria

29. The assessment of the current state and the engagement and research undertaken informed the development of the following criteria to test future potential models. The model should:

    - Enable clear, cohesive, strategic advice.
    - Provide process that supports good outcomes.
    - Enhance positive, trust filled relationships.
    - Embed and embrace te ao Māori and te Tiriti o Waitangi.
    - Create safe spaces for confident and effective contribution.

Kōwhiringa | Options

Potential Models

30. After considering stakeholder feedback, research findings and developing the above criteria based on the assessment made, a range of potential models were then identified:

- *Option One – Status Quo*.
  This model is largely the current status quo with some operational effectiveness improvements. The ERG remains in the model, as an advisory group.

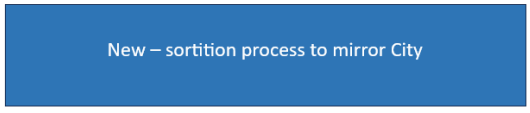
- *Option Two – Hybrid of identity advisory groups and a joint panel.*
  The Council Work Programme will drive the agendas, ensuring that the focus is on strategic decisions. It would lift community voices through a two-tiered approach with identity based Advisory Groups coalescing through a Joint Panel. The ERG moves to a Bi-Monthly Mayoral Forum.

- *Option Three – Single Joint Panel.*
  This creates a panel made up of the five identity-based Advisory Groups and there would be no separate Advisory Groups. The ERG moves to a Bi-Monthly Mayoral Forum.

- *Option Four – Citizen's Assembly only.*
  This model solely coalesces strategic input through deliberative processes and there would be no Advisory Groups. The ERG moves to a Bi-Monthly Mayoral Forum.

Option assessment

31. This following table shows a diagram of each model and brief descriptions of each model option.

Option	Assessment overview
One - Status Quo + 	• Previous reviews with minor adjustments to the model have not provided sustained improvement over time. • However, some small changes are better than continuing with current model as it is.
Two - Hybrid of identity advisory groups and a joint panel [Recommended model] 	• Strategic work programme driven. • Less meetings but they are done well. • More effective and efficient as provides coalesced advice and better use of resources by having less but more effective meetings. • Creates safer more collaborative spaces for Advisory Groups. • ERG would be separated from this model.
Three – Panel 	• Does not provide tailored, safe spaces for each identity-based group. • Does provide a role for all existing members (existing members would be grandfathered into the first iteration. • ERG would be separated from this model.
Four - Citizen's Assembly only 	• Coalesces strategic input through deliberative processes and does not lift individual community voices. • Does not provide a role for existing members (existing members would be grandfathered into the first iteration).

Recommended model - Option Two – Hybrid of identity advisory groups and a joint panel

32. The recommended model and its functions is outlined in more detail below



33. Looking at the key changes identified in the table in the preceding page, the table below outlines how each of these changes will be achieved through the recommended model.

Change	How
Relationship enhancing	• Implementation to focus on relationships first, providing safer, more culturally responsive spaces
Strategic	• Scope reduced to high level strategic matters & strategic projects – not current reactive mix • Agendas driven by WCC strategy & policy, and major strategic project work programmes • Improve recruitment processes and increase the focus on strategic advice-giving skills
Mana enhancing	• Increased interaction with Elected Members at Panel level • Deliberative process in Panel increases transparency and the opportunity to influence decisions
Strategic work programme	• The work programme would be driven by the triennium at a strategic level, in contrast to the range of matters and projects both large and small that were considered by the current groups.

Work programme driven	• Driven by the work programme through the Panel with break outs for caucusing in Groups and as needed between Panel hui
Facilitated, cohesive, transparent advice	• Mid-level managers partner with Co-Chairs to receive facilitation training and work together to support AGs • Facilitation provided to Panel • Smaller Group size
Role clear & easily understood	• Simplify role to provide identity-based advice and not technical expertise e.g. advice on strategies/policies to inform projects not on specific non-strategic projects. • Move ERG out of model (see discussion of options for the ERG future form in a section below) • Develop Implementation Guidelines and Tools to ensure consistent messaging and support for the model • More extensive induction
Better support partnership with mana whenua & Māori	• Pouiwi included in EM attendance at Panel Hui • 2 member seats reserved for hapori Māori (more for RYAG if they retain larger membership) • Increase tikanga Māori (cultural practices) into support for AGs
Responsive & Iterative	• Learn and adjust as we go • 3 yearly review & annual evaluation/feedback • High level TOR enables iteration

34. The Hybrid Model's two layers will work together as follows:

Combined Strategic Advisory Panel

35. The Combined Strategic Advisory Panel would consider high level strategic matters e.g. the LTP and the Transport Plan and strategic projects e.g. Te Ngākau. It would meet approximately three to four times per year.

36. All Advisory Group Members, Elected Members including Pouiwi, and members of the Executive Leadership Team would attend the joint panel.

Identity Advisory Groups

37. There would be five Strategic focused advisory groups:

- Disability Community Advisory Group (DCAG). This would replace the current Accessibility Advisory Group as the proposed model focuses on identity i.e. disability community in contrast to technical advice on accessibility;

- Ethnic Communities Advisory Group (ECAG)
- Pacific Advisory Group (PAG)
- Takatāpui Rainbow Advisory Group (TRAG)
- Rangatahi Youth Advisory Group (RYAG).

38. The Groups will receive information and build their identity view on strategic matters and strategic projects to provide advice in order to input into the Panel. In addition, they will also provide advice on strategic identity-based projects conducted separately from the Panel e.g. the Youth Hub.

39. The Groups will meet approximately five to seven times per year and meetings will be scheduled depending on work programme rather than the current rhythm of monthly hui regardless of the overall work programme. RYAG may have more meetings to fulfil their ancillary function of democracy education.

40. The Groups will be smaller in size than the current model and have eight members, except RYAG. The smaller size is recommended as research indicates that this leads to a better functioning, more collaborative group. RYAG would have additional members (12 in total) as there is more natural turnover due to the number of significant life changes that occur within their age group. Two of the seats would be dedicated to Māori in the DCAG and TRAG, and three in RYAG. Members would serve a three-year term aligned with the council triennium, commencing after the election and disbanding before the next election. If members are interested in a further term, they can reapply for a maximum of one further term (a maximum of six years).

41. Leadership and Training will be important to support the effective functioning of the model. Training and extensive induction will be provided for all members. Each Group will have two Co-Chairs. There will be specialist training for the Co-Chairs.

42. The option to establish a Māori Advisory Group was considered; however, given the existing, effective mechanisms through our partnership with mana whenua and our Māori ward councillor, it was determined that additional structures were not needed at this time. These established channels already ensure meaningful inclusion of Māori voices, and the Council is committed to continuously improving and strengthening these processes.

Environmental Reference Group Future Form

43. It is recommended that the ERG does not move with the new model if it is changed, as it is not an identity-based group. Should a decision be made to continue ERG in some form, it is recommended that its evaluation be integrated into the new model's evaluation process, which includes annual evaluation and triannual reviews. This evaluation will be presented to this Committee inside the full three yearly review of the new model to enable the Committee to assess the effectiveness of ERG's new form.

44. With a decision to change to the hybrid model, there are a few options for the future of ERG:

Option	Comment
1A: Status Quo – ERG continues separately as an Advisory Group	• ERG Members have expressed the same frustrations as other Advisory Group members with the current model and

	support a reset • ERG have been particularly frustrated that matters are not coming to them early enough • We don't lose the group and their input despite other advisory groups potentially moving to a new model • With this option, Elected Member involvement would continue as per current system, with one or two Councillors attending meetings
2A: Bi-monthly Mayoral Forum This Triennium – ERG changes earlier than the full model change (early 2025) OR *2B: Bi-Monthly Mayoral Forum Next Triennium – ERG changes at the same time as the full model change (late 2025)*	• If a decision is made to change the model it is possible for ERG to change to a new form earlier and this would address member concerns more immediately • Implementing the change in the new triennium allows the Group to be established in line with the triennium • We don't lose the group and their input despite other advisory groups potentially moving to a new model • The Mayor's Office would host this Group
3A: ERG is disbanded at the end of this triennium	• ERG is not working to its full capacity due the model's constraints • Staff now have greater in-house expertise

45. The option 2A of the ERG moving to a Bi-monthly Mayoral Forum early in 2025 is recommended as this will allow change to respond to ameliorate the current issues being experienced earlier.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

46. This review focuses on how the Council can embed diverse community perspectives into strategy and policy direction, so that implementation is visible and consistent across the city, providing better outcomes for all.

Engagement and Consultation

47. Extensive targeted engagement has been undertaken with Advisory Groups, Elected Members and staff as well as key conversations with some agencies and organisations. This engagement is outlined in the discussion section and within Attachment 1 Research and Engagement Report.

Māori Impact Statement

48. As advised in April, engagement with mana whenua sits outside of the current Advisory Group structure. Potential future models have been assessed against criteria which includes a criterion to 'embed and embrace te ao Māori and te Tiriti o Waitangi'.

49. The recommended model seeks to contribute to our partnership by lifting participation by the significant hapori Māori communities in Pōneke in the Strategic Advisory Groups and by including Pouiwi in the Combined Strategic Advisory Panel.

Financial implications

50. It is clear from the feedback that has been received from all roles within the current model that there is a need to ensure that a reset is resourced sufficiently to ensure success. Careful leadership, facilitation, and coordination and strong processes are required to uplift relationships and ensure good quality advice that is integrated into decision-making.

51. The future model will provide better value for money and more effective delivery, addressing the recurring issues of the current model. An increase in budget of $130k was included in the 2024 Long-term Plan (LTP). This funding was for:

- Funding for fees for the new ethnic advisory group
- An additional resource to support the new ethnic advisory group, the Takatāpui Rainbow Advisory Group (TRAG) which was established without additional funding support, and to support the new model
- A one off cost for an ethnic forum.

52. Additional funding of $85k is required over the above allocation to support the reset to the recommended model for expert facilitation costs, coordination, leadership to uplift the effectiveness of the relationships and advisory outcomes.

Legal considerations

53. There are no legal considerations.

Risks and mitigations

54. The risks in this work relate largely to relationship strain and to the quality of decision making. The multiple reviews and attempts to tweak the current Advisory Groups Model have not managed to address the recurring issues. If the model does not have a significant reset, then these issues will continue to reduce the effectiveness of the model and to create friction. A significant reset will support better outcomes and relationships. The model must be sufficiently flexible to adapt based on continuous evaluation and improvement. Without this flexibility, there is a risk of reduced effectiveness as the operating environment evolves, and necessary changes informed by regular evaluations may be delayed. Reporting on the evaluation will be provided to this Committee annually.

Disability and accessibility impact

55. The proposed new model will particularly improve the way we engage with those communities that find it hardest to be heard. Ensuring that these voices are heard and integrated into decision making will improve accessibility and inclusion in Pōneke.

KŌRAU MĀTINITINI | SOCIAL, CULTURAL, AND ECONOMIC COMMITTEE
28 NOVEMBER 2024

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Me Heke Ki Pōneke

Climate Change impact and considerations

56. Ensuring that the model supports input into the most strategic decisions made by the Council will increase the focus of the model on matters such as climate change.

Communications Plan

57. A Communications Plan will be included in a full Implementation Plan to ensure that all those undertaking roles in the future Advisory Group model understand the new model and can contribute in the most effective way.

58. This will primarily focus on clear messaging to inform community through existing channels and relationships as well as an explanation of the rationale behind the model change for a wider audience.

59. Frequently Asked Questions will form part of the plan and be disseminated internally to appropriate staff to assist with public queries.

60. The plan will be fully finalised once a final decision is made.

Health and Safety Impact considered

61. Health and safety risks will be addressed in the Implementation Plan and Operational Guidelines as it is important to create spaces that are accessible for all people involved in the new model.

Ngā mahinga e whai ake nei | Next actions

62. If a decision is made to change the current model as recommended, the new model would be implemented in the next triennium. Current members would finish their term prior to the election next year and recruitment would take place soon after the election. The ERG would become a Bi-monthly Forum in early 2025. An update would be provided next year including a draft Terms of Reference for consideration and annual updates provided thereafter to this Committee.

Attachments

Attachment 1. Advisory Groups Review Research and Engagement Report
Attachment 2. Advisory Groups Review Ethnic Communities Focus Group Report

Summary of Feedback

Advisory Groups Terms of Reference August 2025

The information below presents feedback provided by recent Advisory Group Co-Chairs about the Terms of Reference for the new Advisory Group and Strategic Advisory Panel.

1. Definitions

Feedback - TRAC	Actioned
Takatāpui Rainbow definition	Yes

Feedback Summary: Provide a more comprehensive definition for 'Rainbow'.

Text of ToR updated based on feedback: 'Rainbow as an umbrella term, including but not limited to: Māori identities such as takatāpui identities, tāhine, or lesbian, gay, bisexual, transgender, queer, intersex individuals, asexual, or identities of the Pacific such as MVPFAFF+, fa'afafine and fakaleiti communities.'

2. Expectations - Role of Members

Feedback - TRAC	Actioned
Clarification of Representation	Yes

Feedback Summary: Clarify that members are not speaking on behalf of entire communities, but rather from their own lived experience.

Text of ToR updated based on feedback: 'Their [members] role is to share advice that draws on both their personal experiences and what they have learned through engaging with others.'

3. Group size

Feedback - ECAG	Actioned
Increase ECAG membership size from eight to 12	No

Feedback Summary: ECAG requested an increase in membership size from eight to 12.

Reason not actioned: The decision to reduce Advisory Group membership to eight (with the exception of RYCAG at 12) was formally adopted under the Hybrid Model by the Kōrau Mātinitini | Social, Cultural, and Economic Committee in November 2024. This decision was based on research and feedback from the Advisory Groups Review, which found that smaller group sizes with clear roles create more effective dynamics, stronger engagement, and more focused discussions. As this was a governance-level decision already adopted by the Committee, it cannot be amended at an operational level through changes to the Terms of Reference.

4. Membership

Feedback - ECAG	Actioned
Maintain current ECAG membership (with no new recruitment round)	No

Feedback Summary: ECAG members requested retaining the existing membership and not initiating a new recruitment process.

Provision: While the 'grandfathering' of current members to the new model is not possible, recent members have been invited to apply through a closed internal Expression of Interest (EOI) process. The application process is being designed to be as accessible as possible, with flexible formats to support different needs. Every current member who submits an EOI will be invited to an interview, providing a fair opportunity to demonstrate experience and interest in the new model. Because of differences in the new model, membership cannot be automatically transferred. However, the Council values existing members and encourages them to submit a new application.

Feedback - PAG	Actioned
Use consistent and inclusive terminology to describe gender identity of members across all Advisory Groups	Yes

Feedback Summary: Ensure that gender-related terminology is inclusive, respectful, and consistent throughout the Terms of Reference.

Text of ToR updated based on feedback: 'In recruitment the Council will seek to maintain a balance across **Gender identities**'.

Feedback - PAG	Actioned
Combine bullet points relating to characteristics of Pacific peoples.	Yes

Feedback Summary: Merge separate bullet points referring to Pacific heritage and languages into a single, more concise statement.

Text of ToR updated based on feedback: 'Pacific national, cultural heritage, languages and dialects spoken.'

Feedback - PAG	Actioned
Requirement to live within city boundaries	Acknowledged

Feedback Summary: While no change to the Terms of Reference was requested, it was noted that requiring Advisory Group members to live strictly within Wellington City may exclude key Pacific community voices. Pacific communities often work across boundaries, and limiting eligibility by residence could overlook those with strong cultural ties and active involvement in Wellington.

Updated Text: No change has been made to the eligibility criteria. The acknowledgement has been recorded to highlight this issue in practice and for consideration in future reviews.

Feedback - YC	Actioned
Change membership eligibility from ages 14–24 to 14–23	Yes

Feedback Summary: A suggestion was made to refine the eligibility criteria for RYCAG. The request was to lower the upper age limit from 24 to 23 years of age.

Text of ToR updated based on feedback: The Terms of Reference now state that RYCAG members must be aged between 14-23 at the time of appointment.

5. Terms of Appointment

Feedback - PAG	Actioned
Clarify reappointment process for current members	Yes

Feedback Summary: Add information about inviting current members to submit an Expression of Interest (EOI) before the end of their term if they wish to continue and specify that eligibility criteria must still be met at the time of reappointment.

Text of ToR updated based on feedback:

- The standard term of appointment for members will be three years, aligned with the Council triennium.
- Before the end of the term, current members will be invited to submit an Expression of Interest (EOI) if they wish to continue serving for another term. Members must still meet the eligibility criteria at the time of reappointment—such as residing in Wellington, and for certain groups like the RYCAG, remaining within the eligible age range.
- The Advisory Groups term will end, typically one month prior to the next local government elections in 2028.

6. Submissions

Feedback – TRAC & ECAG	Actioned
Submissions on Council consultations.	Yes

Feedback Summary TRAC: Requested clearer guidance that Advisory Groups do not submit formally but can contribute as individuals or collaborate informally outside meetings.

Feedback Summary ECAG: Advisory Group should be able to make formal submissions to Wellington City Council on strategies, policies, or plans (e.g. the Long-term Plan or Annual Plan).

Action: Following feedback from Co-Chairs, an original submissions section detailing that Groups would not draft submissions in meeting time has been removed from the Terms of Reference.

7. Cessation of Membership

Feedback - TRAC	Actioned
Sick Leave or illness	Yes

Feedback Summary: Provide clearer information on the circumstances that may lead to cessation of membership, and outline expectations for attendance, including allowances for sick leave and other approved absences.

Text of ToR updated based on feedback: Members on sick leave will not be subject to the attendance or participation criteria.

Feedback - TRAC	Actioned
Protocols and safety	Yes

Feedback Summary: Concerns about how participation is monitored, and whether members feel safe contributing when barriers exist.

Text of ToR updated based on feedback: New section added on 'Participation and Engagement Process' that outlines a step-by-step support pathway for members before a termination from the Group is considered.

Notes: Emphasises that termination is a last resort after reasonable efforts to support re-engagement.

8. Online Attendance

Feedback - TRAC	Actioned
Participation options	Yes

Feedback Summary: Include option for members to attend meetings online.

Text of ToR updated based on feedback: 'Members will also have the option to attend meetings online, recognising that flexibility is an important part of ensuring access for all.'

9. Conflict Resolution

Feedback - TRAC	Actioned
Clarify initial conflict management process and roles	Yes

Feedback Summary: Provide clearer guidance on the first steps members should take when addressing conflict, and outline the roles of members, Co-Chairs, and Council staff in resolving issues constructively.

Text of ToR updated based on feedback: 'In the first instance, members are encouraged to approach the other party directly to discuss the issue in a respectful and constructive manner, where appropriate. If further support is needed, the Co-Chairs will work together and with the Council Liaison Officer to seek a resolution that upholds the values of the Advisory Groups. This approach aims to maintain positive relationships, open communication, and a shared commitment to the group's purpose.'

10. Support and Training

Feedback – TRAC	Actioned
Include training options and topics	No

Feedback Summary: TRAC requested that the Terms of Reference outline in more detail the types of training that may be offered to members.

Reason not actioned: Training needs will vary between Groups, depending on their focus areas and the skills and experiences of their members. A flexible approach will be taken to tailor training to each Group's needs, rather than committing to a fixed list in the ToR. This avoids making assumptions about what training will be most relevant and ensures support can be responsive to members' needs.

Feedback - ECAG	Actioned
Co-Chair training should be delivered by external providers only	No

Feedback Summary: It was suggested that all training for Co-Chairs be delivered by external providers, due to a perceived lack of trust in Council-led training.

Reason not actioned: While external expertise can add valuable perspectives, limiting training to external providers only would reduce flexibility and may not always meet the specific needs of each Group. The planned approach is to use a combination of in-house and external training, with the balance determined by the needs of the Group. Training requirements will be assessed during the initial months of the new term, allowing them to be tailored and relevant, drawing on both internal and external expertise where appropriate.

11. Review and Evaluation

Feedback - ECAG	Actioned

Add a review clause after six months	No

Feedback Summary: ECAG suggested that a six-month review clause be added to the Terms of Reference. The intention was to give new members and Co-Chairs the opportunity to propose changes once the model is in operation, acknowledging that it is difficult to anticipate how the new structure will work until it is in progress.

Reason not actioned: There is already a provision for structured evaluation of the new Advisory Group model: 'reviews will take place annually and at the end of each triennium during the first term. These reviews will be conducted by Council staff, with the aim of seeking input from Advisory Groups to inform the evaluation'.

Appendices

Appendix A

12. Complaints

Feedback – YC	Actioned
Provide a clear definition of what constitutes a complaint	Yes

Feedback Summary: Include a definition to help members understand what is considered a complaint, to distinguish it from general feedback or suggestions.

Text of ToR updated based on feedback: 'If a member believes that another member or a Co-Chair, has breached the Advisory Groups' Code of Conduct, they may raise a complaint for further consideration.

Complaints should be made in good faith and relate to behaviour or actions that compromise the respectful, inclusive, or effective functioning of the Group. Examples may include discriminatory remarks, repeated disrespectful behaviour, or actions that undermine group cohesion.'

Feedback - TRAC	Actioned
Clarifying Complaint Scope and Process	Yes

Feedback Summary: Clarify that complaints may relate to breaches of the Code of Conduct and explain what happens if the concern is about Council staff.

Text of ToR updated based on feedback: 'Complaints should be made in good faith and relate to behaviour or actions that compromise the respectful, inclusive, or effective functioning of the Group.'

Notes: Added option to raise issues with an alternative contact if the concern involves a Liaison Officer.

The Terms of Reference set out the expectations that Advisory Group members agree to follow throughout their time on the Group. These expectations are supported by this Code of Conduct, which outlines the behaviours and responsibilities required to maintain a respectful, constructive, and inclusive environment.

This Code applies specifically to Advisory Group members. While members work closely with Council staff, staff are not covered by this Code because they are already subject to Wellington City Council's employee Code of Conduct. That code outlines expectations around professional conduct, impartiality, and respectful engagement.

REPORT BACK ON RAINBOW ACTION PLAN

Kōrero taunaki | Summary of considerations

Purpose

1. This report presents the proposed Rainbow Action Plan for Wellington City Council for adoption, reporting back on the Council resolution to complete a rainbow strategy by mid-2025.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include:

    - Community outcome: Social wellbeing, A city of healthy and thriving whānau and communities
    - Strategic approach: Making our city accessible and inclusive for all.

Relevant previous decisions

3. At the Council meeting of 25 October 2023, under Item 2.1 Strategy and Policy Priorities. Council resolution 2.2. Confirming that the Rainbow Strategy is completed at the latest by mid-2025.

Significance

4. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil	☐ Budgetary provision in Annual Plan / Long-term Plan	☒ Unbudgeted $X

5. All actions in the Plan have been developed within existing work programmes and as such are budgeted for within responsible teams for delivery.

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

6. Overall, the level of risk is assessed as low, as proposed actions are within existing budgets and fit within the Council's existing strategic framework.

Author	Lily Zhang, Senior Advisor
Authoriser	Baz Kaufman, Manager Strategy and Research James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee:

1. Receive the information.
2. Adopt the proposed Rainbow Action Plan in Attachment 1.
3. Agree to update the action plan in line with the development of the 2027-37 Long-Term Plan.
4. Delegate to the Chair and Deputy Chair of the Kōrau Mātinitini | Social, Cultural, and Economic Committee or relevant committee and the Chief Executive to make any amendments agreed by the Committee and any other minor edits to the attached Rainbow Action Plan.

Whakarāpopoto | Executive Summary

7. In the Wellington City Council (Council) meeting of 25 October 2023, under item 2.1, 2) Agree the strategy and policy work programme for 2023-25, an amendment was agreed "confirming that the Rainbow Strategy is completed at the latest by mid-2025".
8. No council in New Zealand has a bespoke policy or strategy document for rainbow communities however some other councils have various strategic documents related to the inclusion and wellbeing of their diverse communities.
9. Under the Council's Social Wellbeing Framework (2021), the Council has a role in enabling all groups of the community to participate, thrive, and belong in the city through the delivery of its functions.
10. The Council adopted five strategic approaches as part of its 2024-27 Long-Term Plan, which are "embedded in everything we do". One of the strategic approaches is "making our city accessible and inclusive for all".
11. Wellington has a significant proportion of rainbow people in its population (11.3%). The rainbow population tends to be younger, and this trend is more pronounced in Wellington. The significant rainbow population contributes to a strong rainbow identity in Wellington.
12. In Wellington, some rainbow people report experiencing disparities in their outcomes, such as being less likely to own their own home, being more likely to be unemployed, being less likely to report a good quality of life, and more likely to feel unsafe in the central city after dark. Rainbow people in Wellington are however more likely to report satisfaction with the Council's performance, and are more likely to report feeling welcome at or regularly attending cultural or arts events in the city.
13. Officers began engaging with the Council's Takatāpui Rainbow Advisory Council (TRAC) from September 2024 to July 2025 about the lived experience of rainbow communities in the city and what the Council could deliver within its role to make the city more inclusive for rainbow people.
14. In conjunction with delivery business units of the Council, officers have developed the proposed Rainbow Action Plan in Attachment 1. An action plan has been drafted in

place of a full strategy as opportunities for action have been identified within existing and funded work across the Council.

15. Actions in the plan are organised into key focus areas, including:

    - **Safety** – from crime, violence and other harms, and includes housing options.
    - **Community** – through rainbow-friendly events and community facilities.
    - **Visibility** – normalising and celebrating diverse rainbow communities.
    - **Equity** – uplifting rainbow communities that may experience additional disadvantage.
    - **Inclusive Council Operations** – ensuring that the Council operates in a rainbow-inclusive way.

16. More research and engagement is needed with rainbow communities to better understand nuances of this large and diverse community group. Qualitative or lived experience research about rainbow subgroups or different rainbow communities may provide more detailed insight into the experiences of individuals in the city that the existing surveys may not be able to.

Takenga mai | Background

17. In the Council meeting of 25 October 2023, under item 2.1, 2) Agree the strategy and policy work programme for 2023-25, an amendment was agreed “confirming that the Rainbow Strategy is completed at the latest by mid-2025”.

Other councils’ contribution to rainbow inclusion

18. There is no current Government policy or strategy for rainbow[1] / LGBTQIA+[2] communities, and no council in New Zealand has a bespoke policy or strategy document for rainbow communities. Some councils have taken steps to demonstrate commitment to the inclusion of their rainbow communities, for example, having rainbow advisory groups, flying the Pride flag at civic buildings, having guidelines on rainbow communities’ engagement, and achieving the Rainbow Tick certification (which signals that a workplace is inclusive for rainbow employees). More engagement with other councils can help to identify good practice and lessons learned about local government’s role in supporting rainbow communities.

19. Other councils in New Zealand have various strategic documents related to the inclusion and wellbeing of their diverse communities. For example, Auckland Council has belonging and participation as an outcome of its long-term spatial plan to 2050 and a Thriving Communities Strategy 2022-32, Tauranga City Council has an Inclusive City Strategy 2023-33, Christchurch City Council has an Equity and Inclusion Policy (2024), and Horowhenua District Council has an Access and Inclusion Plan 2017-2020.

[1] The rainbow population can be referred to as rainbow communities, to signify that diverse identities under the rainbow umbrella belong to their own communities as well as the wider rainbow community.
[2] Lesbian, gay, bisexual, transgender, queer, intersex, asexual, and other identities under this umbrella term. “Rainbow” is used interchangeably as the umbrella term for all sexual orientations, gender identities, and sex characteristics.

20. These Council documents consider access/accessibility to be an aspect underpinning inclusivity. Some other aspects of inclusivity that are common for these council documents include:

    - Attitudes – respecting, valuing and celebrating diversity and differences
    - Choice – in decision-making and participation
    - Equity – in participation in city life and fair decision-making
    - Health and wellbeing – of communities, including housing access
    - Partnership – with mana whenua, recognising the cultural foundations of the land
    - Safety – in communities and in city centres, freedom from discrimination, hate speech, or violence
    - Trust and social cohesion – belonging and connection to others, through opportunities to connect at community facilities or cultural events.

Wellington City Council's strategic context for rainbow inclusion

21. Under the Council's Social Wellbeing Framework (2021), the Council has a role in enabling all groups of the community to participate, thrive, and belong in the city through the delivery of its functions. Inclusive is described as "different communities are acknowledged and celebrated, and there is a strong sense of belonging".

22. The Council adopted five strategic approaches as part of its 2024-27 Long-Term Plan, which are "embedded in everything we do". One of the strategic approaches is "making our city accessible and inclusive for all", which envisions all Wellingtonians to be empowered to participate in city life and to belong.

23. The Council currently has two documents for specific community groups, the Strategy for Children and Young People (2021) and the Positive Ageing Policy (2012). These documents were drafted to align with national strategies at the time for the groups. The Council also has an Accessible Wellington Action Plan (2018) to address community need for a more accessible city. Regarding its own workforce, the Council has an Inclusion Strategy (2021), which is not community-facing.

24. Officers began engaging with the Council's Takatāpui Rainbow Advisory Council (TRAC) from September 2024 to July 2025 about the lived experience of rainbow communities in the city and what the Council could deliver within its role to make the city more inclusive for rainbow people.

25. In conjunction with delivery business units of the Council, officers have developed the proposed Rainbow Action Plan (Plan) to articulate how existing work programmes aim to improve rainbow inclusion in the city and specify what has been delivered to date with rainbow inclusion in mind. An action plan has been drafted in place of a full strategy as no new budgets have been allocated for delivery and opportunities for action have been identified within existing and funded work across the Council.

Kōrerorero | Discussion

Wellington's rainbow communities

26. Wellington has a significant proportion of rainbow people in its population. The 2023 Census asked about rainbow status for the first time, and of all territorial authorities, Wellington City has the highest proportion of adults (15 years and older) who belong to the rainbow population (11.3%). This is higher than the proportion nationally (4.9%). Within Wellington, the Pukehīnau/Lambton General Ward has the highest proportion of rainbow adults (19%).

27. The rainbow population tends to be younger, and this trend is more pronounced in Wellington. For example, in Wellington City, 60.6% of all rainbow people are between 15 and 29 years of age (compared to 47.2% nationally). The age group with the highest rainbow proportion is 20 to 24 years, at 24.9% in Wellington City (compared to 11.9% nationally). More details about the demographic composition of the Wellington rainbow population are given in the infographic at Attachment 2.

28. The significant rainbow population contributes to a strong rainbow identity in Wellington. When asked why rainbow inclusion is important for Wellington, TRAC members commented that greater representation of rainbow in the population makes Wellington a safe and desirable destination for rainbow people, and that Wellington has historical significance for rainbow communities, including homosexual law reform and decriminalisation, activism, and protest.

29. Across New Zealand, rainbow people can experience disparities in their outcomes, reporting to experience on average poorer mental health, lower life satisfaction and higher rates of social exclusion compared to the general population[3]. Rainbow people report being victimised more than non-rainbow individuals (although to a lesser extent in Auckland or Wellington)[4], and can experience more housing deprivation[5] or homelessness[6], and are less employed[7] than the non-rainbow population. Rainbow people are also more likely to be disabled[8]

30. In Wellington, local data from monitoring surveys, including the Census, Residents' Monitoring Survey, and the Quality of Life Survey provide a snapshot of the reported outcomes and the experiences with council services for rainbow-identifying respondents and how this compares with non-rainbow respondents. Attachment 3 provides an overview of the measures that are different between rainbow and non-rainbow respondents.

31. Additionally, in the WCC Alcohol Attitudes and Behaviours in Wellington Survey 2024, rainbow respondents under 30 were more likely than non-rainbow to report experiencing more types of harm due to alcohol, both in terms of harm caused by their own drinking and by another person's drinking. Rainbow respondents under 30 were around four times more likely to report experiencing sexual assault (21% vs 6%) or sexual harassment (40% vs 10%) because of another person's drinking.

[3] Wellbeing and Mental Health among Rainbow New Zealanders: Infographic: Results from the New Zealand Mental Health Monitor (2019)
[4] NZ Crime and Victims Research 2024 – Auckland University of Technology
[5] Youth19 Housing Deprivation Brief
[6] Ira Mata, Ira Tangata: Auckland's Homeless Count (2018)
[7] Household Economic Survey 2020 (Stats NZ)
[8] 2023 Household Disability Survey, quoted in the draft National Disability Strategy for consultation

Wellington City Council's role in supporting rainbow communities

32. The Council has a role in promoting social wellbeing for all, "A city of healthy and thriving whānau and communities", as articulated in the community outcomes adopted in the 2024-27 Long-Term Plan. This is derived from the current purpose of local government under section 10(1)(b) of the Local Government Act 2002 (LGA), "to promote the social, economic, environmental and cultural well-being of communities in the present and for the future".

33. The proposed Plan considers cost-effectiveness for ratepayers. No additional budget is included for the delivery of actions, and all actions are held by their responsible teams within existing work programmes and budgets.

34. Actions in the plan are organised into key focus areas, which are based on feedback and advice from TRAC about their priority pou (pillars) for how the city can be more inclusive for rainbow communities, and common themes from other councils' strategies, policies or plans about diversity and inclusion. These focus areas include:

    - **Safety** – ensuring that the city is safe for rainbow communities, from crime, violence and other harms. This includes providing safe and inclusive housing options.
    - **Community** – providing opportunities to build community connections through rainbow-friendly events and providing access to inclusive recreation and community facilities.
    - **Visibility** – normalising and celebrating diverse rainbow communities and making rainbow identity and history visible across the city.
    - **Equity** – uplifting the voices of rainbow communities that intersect with other identities and may experience additional disadvantage and providing fair opportunities for those experiencing marginalisation.
    - **Inclusive Council Operations** – ensuring that the Council operates in a rainbow-inclusive way in how it supports and upskills staff, run public meetings, and communicates outwardly.

35. One upcoming work item related to rainbow inclusion is not listed as an action due to further decisions required by Council in the new triennium. Following the resolution of the 20 March 2025 Environment and Infrastructure Committee to '*work with the community to find a space and implement trans street art or a public mural in Berhampore'*, officers held a walking hui in June with representatives of the Berhampore community. Officers are now exploring the options for the installation of public trans artwork in locations discussed at the walking hui and will report back to the relevant Committee in the new triennium.

36. TRAC was consulted on a draft list of actions on 8 July 2025 and members provided feedback which has been addressed. InsideOUT Kōaro and Gender Minorities Aotearoa, the rainbow organisations that the Council has existing relationships with, were also sent the draft actions and did not have specific feedback. InsideOUT was generally positive about the actions and Gender Minorities Aotearoa did not have the capacity to review as an organisation.

37. The proposed Plan is intended to be an interim document, and officers recommend more research and engagement with rainbow communities to better understand nuances of the large and diverse community group. For example, TRAC members commented that more consideration is needed for Takatāpui (rainbow Māori) and rainbow people of colour and migrants, through more engagement with rainbow organisations that specifically serve them. For example, rainbow migrants may experience different and additional challenges if their country of origin has criminalised homosexuality.

38. Statistical data about the Wellington rainbow population provides some context but has some limitations, such as low data quality where sample sizes were small in surveys, non-response bias, or different definitions of rainbow status between surveys. Caution is needed therefore for interpreting this data, particularly for population subgroups under the rainbow umbrella, such as transgender, Takatāpui, or rainbow people of colour, which have smaller sample sizes in surveys and typically higher non-response rates, which may make findings less conclusive.

39. Officers propose further research be undertaken to address gaps in the existing data about rainbow communities in Wellington. Qualitative or lived experience research about rainbow subgroups or different rainbow communities may provide more detailed insight into the experiences of individuals in the city that the existing surveys may not be able to. This may shed light on reasons why there are differences in outcomes between subgroups within the rainbow population and potential actions the Council could take within its role to address specific issues faced by different rainbow communities.

Kōwhiringa | Options

40. The Kōrau Mātinitini | Social, Cultural, and Economic Committee can consider the following options for this report:

    - Adopt the proposed Rainbow Action Plan as drafted (recommended – as actions consider feedback from TRAC members and have been approved by business units within the Council)
    - Adopt the proposed Rainbow Action Plan with amendments
    - Do not adopt the proposed Rainbow Action Plan (not recommended, as the outstanding Council resolution cannot be fulfilled).

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

41. The Plan aligns with the Council's existing strategic commitments, including the Social Wellbeing Framework (2021), and the strategic approach "making our city accessible and inclusive for all".

Engagement and Consultation

42. TRAC has been engaged with throughout the development of the Plan and members have provided their lived experience and feedback on potential Council actions. Officers acknowledge that TRAC is not representative of the wider rainbow population in Wellington though members belong to diverse rainbow communities.

43. More research and engagement is needed to reach further into the various rainbow communities of Wellington and ensure that a greater depth and diversity of understanding of the issues and experiences facing rainbow Wellingtonians can be considered. Officers recommend further lived experience research to inform the next update to the Plan.

Māori Impact Statement

44. Mataaho Aronui were consulted regarding potential actions targeted towards Takatāpui Māori (Māori people who identify as rainbow/LGBTQIA+). At present, Mataaho Aronui's work programme does not extend to rainbow inclusion work, but officers note that Takatāpui should be considered in the delivery of other actions in the plan where relevant.

45. Wellington's Māori population has a higher proportion of those identifying as rainbow (16.8%) than the national Māori population (6.5% identifying as rainbow) in the 2023 Census. As this is a significant group, more research and engagement is needed to understand the needs and experiences of Wellington's Māori rainbow (Takatāpui) population. Some caution is needed when interpreting this data, noting that non-response rates are higher for questions about sexual identity and transgender status for Māori (though the difference is less pronounced in Wellington than nationally).

Financial implications

46. All actions in the Plan have been developed within existing work programmes and as such are budgeted for within responsible teams for delivery.

Legal considerations

47. Officers are not aware of any legal implications arising from this report.

Risks and mitigations

48. Overall, the level of risk is assessed as low, as proposed actions are within existing budgets, and fit within the Council's existing strategic framework to support social wellbeing and the inclusion of all community members.

49. There is a risk that this Plan can raise expectations for other groups in the community that are not represented by a plan or strategy, and they may wish to see their own community reflected in a Council document.

Disability and accessibility impact

50. The rainbow population in Wellington is more likely to report being disabled (having activity limitations) and accessibility in the city is important to rainbow communities, reflected in TRAC's feedback.

51. As the Council already has an Accessible Wellington Action Plan, specific actions related to accessibility are out of scope of the Rainbow Action Plan and are better placed in an updated version of the Accessible Wellington Action Plan.

Climate Change impact and considerations

52. Officers are not aware of any direct climate change impacts arising from this report.

Communications Plan

53. A copy of the adopted Plan will be uploaded to the Council website, and the main stakeholders who were engaged with in development of the Plan will be sent a copy directly.

Health and Safety Impact considered

54. Officers are not aware of any health and safety impacts because of the recommendations in this report.

55. We note feedback that some Council initiatives relating to rainbow communities have received some negative social media responses, though no specific health and safety impacts to individuals have been reported.

Ngā mahinga e whai ake nei | Next actions

56. If the Plan is adopted as drafted, or an amended version is adopted by the Kōrau Mātinitini | Social, Cultural, and Economic Committee, officers will finalise the design of the Plan and publish a copy on the Council website.

57. Officers will ensure the implementation of the Plan's actions according to their indicative timing of delivery and report back to the Committee following the three year period of the Plan.

58. Officers will conduct further research into the lived experience of the diverse rainbow communities in Wellington in 2026. We will consider this research, and the lessons learned to date while implementing the Plan to update the action plan in line with the development of the 2027-37 Long-term Plan.

59. In the new triennium, officers will report back to the relevant Council committee about options for the installation of public trans artwork in Berhampore.

Attachments

Attachment 1.	Rainbow Action Plan	Page 1704
Attachment 2.	Rainbow demographics in Wellington	Page 1720
Attachment 3.	Rainbow outcomes data - Wellington	Page 1722

Rainbow Action Plan 2025-27

Introduction

The Rainbow Action Plan has been developed through engagement with the Council's Takatāpui Rainbow Advisory Council (TRAC) from September 2024 to July 2025 to understand the lived experience of rainbow communities in the city.

We asked why rainbow inclusion is important for Wellington and we heard from TRAC members:

> "Acknowledging the massive contributions by rainbow communities across all areas – environmental, economic, activism and human rights."
>
> "Feels more safe and that the city is backing you up with a space to stand up for your rights and be respected."
>
> "Acknowledging the history of queer migrants who paved the way. A space where that is accepted and to see what being queer looks like for all cultures."
>
> "Many people come to Wellington and stay specifically because of the queer culture, such as when deciding which university to go to."
>
> "Wellington has many sites of rainbow history, activism and protest, including homosexual law reform and decriminalisation, Lesbian and Gay Archives, and the International Lesbian Gay Association."

This feedback supports other reports that Wellington is a safe and desirable destination for rainbow people and tourists[1][2], and that Wellington is home to many historical sites of significance for rainbow people[3].

Wellington has a significant rainbow population which contributes to a strong sense of identity. In Wellington City, 11.3% of adults (15 years and older who answered the relevant questions) identify as rainbow/LGBTQIA+ (2023 Census). Nationally, by comparison, 4.9% of adults identify as rainbow. A summary of the demographics of rainbow people in Wellington from the 2023 Census is provided at Appendix 1 and shows that the rainbow population skews younger and is concentrated in the Pukehīnau/Lambton General Ward, the central city and suburbs.

Across New Zealand, rainbow people can experience disparities in their outcomes, reporting to experience on average poorer mental health, lower life satisfaction and higher rates of social exclusion compared to the general population[4]. Rainbow people report being victimised more than non-rainbow individuals (although to a lesser extent in Auckland or

[1] https://www.stuff.co.nz/travel/360573484/nz-city-named-one-best-worldwide-destinations-lgbtqi-families
[2] https://www.stuff.co.nz/travel/destinations/nz/wellington/133397298/wellington-named-one-of-the-worlds-top-rainbow-destinations-for-2024
[3] https://www.heritage.org.nz/places/rainbow-list-project
[4] Wellbeing and Mental Health among Rainbow New Zealanders: Infographic: Results from the New Zealand Mental Health Monitor (2019)

Wellington)[5], and can experience more housing deprivation[6] or homelessness[7], and are less employed[8] than the non-rainbow population.

Some of these outcome trends are similar in Wellington, and a summary of outcome measures for rainbow respondents from the 2023 Census, 2025 Residents' Monitoring Survey, and the 2024 Quality of Life survey is provided at Appendix 2. On the other hand, rainbow respondents have also reported greater confidence in the Council's decisions and are more likely to report frequent participation in and report feeling welcome at arts and culture events.

Strategic Context

Under the Council's Social Wellbeing Framework (2021), the Council has a role in enabling everyone, including rainbow communities, to participate, thrive, and belong in the city through the delivery of its functions. Inclusive is described as "different communities are acknowledged and celebrated, and there is a strong sense of belonging".

The Council adopted five strategic approaches as part of its 2024-27 Long-Term Plan, which are embedded in everything we deliver. One of the strategic approaches is "making our city accessible and inclusive for all", which envisions all Wellingtonians to be empowered to participate in city life and to belong.

Through engagement with advisory groups (including TRAC), officers have defined inclusive as: all communities thrive, belong, and participate with dignity and choice, across all characteristics such as ethnicity, gender, sexuality, age, culture, ability, beliefs, neurodiversity, or economic circumstances.

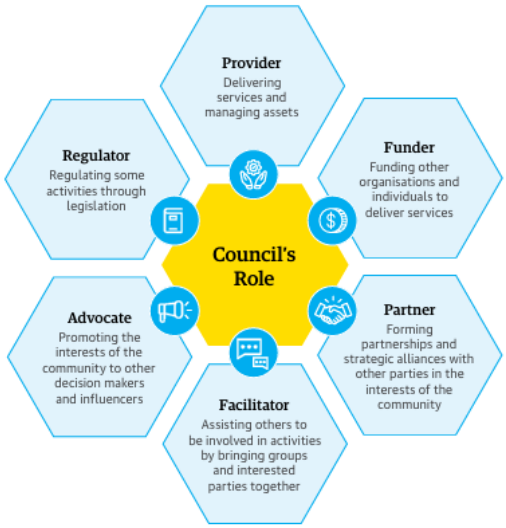
Action Focus Areas

The following actions have been developed to address some of the issues that rainbow communities face in the city (as advised by TRAC) and that aim to make the city more inclusive for rainbow communities. The rainbow organisations InsideOUT Kōaro and Gender Minorities Aotearoa were also consulted on draft actions.

Each action specifies the activity area within the Council organisation (as defined in the most recent 2024-27 Long-term Plan), the responsible team or business unit for the action, the likely timing of delivery for the action, and the role that the Council plays in delivering the action.

The Council has many roles when serving its community. Below is a diagram (from the Social Wellbeing Framework, 2021) that shows the main roles of the Council as a provider, funder, partner, facilitator, advocate, and regulator.

[5] NZ Crime and Victims Research 2024 – Auckland University of Technology
[6] Youth19 Housing Deprivation Brief
[7] Ira Mata, Ira Tangata: Auckland's Homeless Count (2018)
[8] Household Economic Survey 2020 (Stats NZ)



The actions have been organised into five main focus areas, reflecting the priority areas for rainbow communities for their inclusion and wellbeing in the city (as advised by TRAC and in alignment with the priority pou from their 2024 work plan).

- **Safety** – ensuring that the city is safe for rainbow communities, from crime, violence and other harms. This includes providing safe and inclusive housing options.
- **Community** – providing opportunities to build community connections through rainbow-friendly events and providing access to inclusive recreation and community facilities.
- **Visibility** – normalising and celebrating diverse rainbow communities and making rainbow identity and history visible across the city.
- **Intersectionality/Equity** – uplifting the voices of rainbow communities that intersect with other identities and may experience additional disadvantage. Providing fair opportunities for those experiencing marginalisation.
- **Inclusive Council Operations** – ensuring that the Council operates in a rainbow-inclusive way in how it supports and upskills staff, run public meetings, and communicates outwardly.

Research and engagement

#	Activity area	Action	Responsible Business Unit / team	Council's role	Timing
0.1	Governance	Undertake further research into the lived experiences of and issues facing diverse rainbow communities in	Strategy, Policy and Research	Provider	Early 2026

		Wellington, including transgender, non-binary, and people of colour.			
0.2	Governance	Engage with other councils that have demonstrated commitment to rainbow inclusion to identify good practice and lessons learned.	Strategy, Policy and Research	Facilitator	Early 2026

Focus area 1: Safety

Outcome: Making Wellington safer for all, without fear of harassment or harm.

Safe Public Places

#	Activity area	Action	Responsible Business Unit / team	Council's role	Timing
1.1	Social and Recreation	Invite representatives from rainbow community organisations to attend the quarterly Safety Forum as the City Safety Plan is implemented.	City Safety, Harm Prevention	Facilitator	End of 2025 to 2027
1.2	Social and Recreation	Hold a safety forum for all advisory groups including TRAC to hear from diverse community voices about city safety matters.	City Safety, Harm Prevention	Facilitator	Mid-2026
1.3	Social and Recreation	Publicise in the City Safety Newsletter the contact details for notifying WCC of any offensive (such as queerphobic or transphobic) graffiti in public places. This aims to speed up their removal by our contractors.	City Safety, Harm Prevention	Provider	End of 2025

Harm Prevention

#	Activity area	Action	Responsible Business Unit / team	Council's role	Timing
1.4	Social and Recreation	Continue to fund organisations that help to prevent violence towards vulnerable members of the community who intersect with rainbow identities, including Age Concern and youth development organisations.	Harm Prevention	Funder	Ongoing

1.5	Social and Recreation	Incorporate a rainbow lens on sexual violence prevention through our Safer Venues programme and consent campaigns.	Harm Prevention	Funder	Ongoing

Other ways the Council delivers safety for the rainbow communities:

Tahua Whaihua Hapori - Community Outcomes Fund

- Adopted in June 2025 and aligns funding with policies (Social Wellbeing Framework and others). The new framework places emphasis on alignment with Council's five strategic approaches in applications, including "Making our city accessible and inclusive for all", which applies to all communities including rainbow communities.
- The new funding framework has two priority areas, with 55% of the fund assigned to organisations and initiatives serving the pillars of the City Safety and Wellbeing plan. The fund has three priorities which include sexual violence prevention and harm reduction, projects that strengthen approaches to homelessness and enhance city safety and wellbeing.

Housing

	Activity area	**Action**	**Responsible Business Unit / team**	**Council's role**	**Timing**
1.6	Urban development	Work with TRAC to explore how to make Te Kainga more queer-friendly and to make information about Te Kainga vacancies more available to rainbow communities.	Housing development	Provider	Mid to late 2026
1.7	Urban development	Engage with rainbow organisations and businesses to partner with us in the tenant benefit programme - where Te Kainga tenants can receive discounts from partner businesses.	Housing development	Provider	First quarter 2026
1.8	Urban development	Work with TRAC to develop an exit survey for Te Kainga tenants that identify as rainbow/Takatapui to understand their living experiences and any barriers faced during their tenancies.	Housing development	Provider	Mid to late 2026

Other ways the Council delivers safe and inclusive housing for rainbow communities:

Te Toi Mahana

- Wellington City Council (WCC) has provided social housing since the 1960s. In August 2023, Te Toi Mahana, an independent charitable trust set up by WCC took over the tenancy management of the housing portfolio. WCC remains the owner of the assets and is responsible for maintenance and upgrades, while the Trust is the tenancy provider/landlord. We partner with the Trust to ensure tenants can live in a warm, safe and dry home.
- Te Toi Mahana have a number of initiatives in place to support the rainbow community (WCC will support their implementation if asked). These include:
    - Being a member agency of the Pride Pledge and hosting annual corporate events to celebrate Pink Shirt Day.
    - Having invited kaitiaki (tenant volunteers) within their tenant community to participate in Rainbow Awareness Training. The training aimed to increase awareness and understanding of LGBTQIA+ identities, lived experiences, and the importance of allyship, particularly in their roles supporting current and new tenants, and as leaders within their communities.

Focus area 2: Community

Outcome: Creating a resilient city by fostering an engaged, connected and diverse community.

Inclusive Spaces and Places

#	Activity area	Action	Responsible Business Unit / team	Council's role	Timing
	Public toilets and changing rooms				
2.1	Social and Recreation	Ensure all our public toilets that are 'all gender' have non-gendered signage.	Parks, Sports and Recreation	Provider	First quarter 2026
2.2	Social and Recreation	All new future public toilet provision will be non-gendered. (Implementing the current policy in Te Whai Oranga Poneke and Te Awe Mapara)	Parks, Sports and Recreation	Provider	Mid to late 2026
2.3	Social and Recreation	All significant upgrades of changing room facilities (free-standing at pavilions) will ensure there is provision of an 'all gender' option. (Action D7 of Te Whai Oranga Poneke)	Parks, Sports and Recreation	Provider	Ongoing
	Community facilities				
2.4	Social and Recreation	All Council-run community centre managers and front of house kaimahi receive InsideOUT training on	Libraries	Provider	End of 2026 and ongoing

		working effectively with rainbow communities.			
2.5	Social and Recreation	All Council-run community centres have 'Safe Space Alliance' accreditation.	Libraries	Partner	End of 2027
2.6	Social and Recreation	50% of funded community facilities (partner-run community centres) have Safe Space Alliance accreditation.	Connected Communities	Partner	End of 2027
2.7	Social and Recreation	Provide training for all youth hub staff and volunteers on LGBTQIA+ awareness, respectful language, and how to support youth safely.	Connected Communities	Provider	End of 2026
2.8	Social and Recreation	Ensure the Youth Hub is a LGBTQIA+ safe space where LGBTQIA+ youth can gather, access resources, and feel supported. This could include rainbow flags, inclusive signage, and private meeting areas.	Connected Communities	Provider	End of 2026
2.9	Social and Recreation	Changing rooms and toilets at new community facilities to be 'all gender' provision and have gender neutral signage. For significant upgrades of existing facilities endeavour to make all changing rooms and toilets all gender where practically feasible.	Parks, Sports and Recreation, Libraries, Connected Communities	Provider	Ongoing
2.10	Social and Recreation	Improve knowledge of rainbow inclusion by having a WCC representative on the Recreation Aotearoa's monthly Aquatics Accessibility & Inclusion Hui.	Parks, Sports and Recreation	Partner	End of 2025
2.11	Social and Recreation	Explore, develop and implement training on working effectively with rainbow communities for kaimahi at pools and recreational facilities.	Parks, Sports and Recreation	Provider	End of 2025
2.12	Social and Recreation	Work with rainbow community organisations and continue to expand Out in the Pool events beyond Keith Spry and WRAC pools.	Parks, Sports and Recreation	Provider	End of 2025
2.13	Social and	Explore Safe Space	Parks, Sports	Partner	End of

	Recreation	Alliance accreditation for pools and recreation centres.	and Recreation		2025
2.14	Social and Recreation	Continue to celebrate Pride Week at Council pools, recreation centres, parks, and open spaces.	Parks, Sports and Recreation	Provider	Ongoing

Connection

#	Activity area	Action	Responsible Business Unit / team	Council's role	Timing
2.15	Social and Recreation	All community centres (Council-run and funded) are encouraged to provide regular programming for rainbow inclusive events, including during Pride Week. This can include facilitating rainbow community organisations to use community centre spaces.	Connected Communities, Libraries	Provider	End of 2026 and ongoing
2.16	Cultural Wellbeing	Continue to support our organisers for rainbow events with funding and logistics advice.	Creative Capital	Facilitator	Ongoing
2.17	Economic Development	Support businesses in Courtenay Place to activate the street with free events to provide activities to spend time together and connect, including through involvement in the Pride Parade.	Economic Wellbeing	Facilitator	March 2026

Focus area 3: Visibility

Outcome: Making diverse rainbow communities visible in positive ways.

Celebrating diversity

#	Activity area	Action	Responsible Business Unit / team	Council's role	Timing
3.1	Governance	Reach out to rainbow organisations when updating our photo library to include more visual representation of diverse rainbow community members in our documents, posters, billboards, and campaigns.	Creative and Brand	Provider	Ongoing
3.2	Social and recreation	Continue to develop Library Collections to reflect a diversity of	Libraries	Provider	Ongoing

		rainbow and Takatāpui voices and experiences, including those of traditionally underrepresented groups.			
3.3	Social and recreation	Celebrate the diversity of Wellington's rainbow and Takatāpui communities through curating a programme of events for rangatahi, whānau, and the wider community during the Wellington Pride Festival, Out On The Shelves, Out In The City, and other opportunities as they arise.	Libraries	Provider	Ongoing
3.4	Social and recreation	Enhance the visibility of our rainbow and Takatāpui communities through curating displays and promotions of LGBTQIA+ collection materials across our network of libraries and community spaces throughout the year as opportunities arise.	Libraries	Provider	Ongoing
3.5	Social and Recreation	Increase visibility of rainbow communities at pools and recreation facilities including signage, communications, and photos.	Parks, Sports and Recreation	Provider	Ongoing
3.6	Economic development	Ensure rainbow identity and history is visible and enhanced through the Cuba St and Courtenay Place Precinct Plan, working with rainbow organisations.	Economic Wellbeing, City Design	Facilitator	2026

Other ways the Council celebrates the diversity of rainbow communities:

Arts and Culture

- All arts and culture funding policy considers Aho Tini, the Arts and Culture Strategy and its Focus Area 1 is: Aho Tangata Our People – connected, engaged, inclusive, accessible communities – Our communities are connected by diverse arts and cultural expression.
- There has consistently been a policy of acknowledging our rainbow community with funding many rainbow organisations directly and also by supporting queer and diverse creatives within the creative community.
- In the last three years, between March 2022 to July 2025, over $295,000 has been given in grants for projects and initiatives by, for, or about rainbow communities (which may also include other communities) through the Arts and Culture Fund, Community Events Sponsorship, Wellington Venue Subsidy, and Living Wage for Events Fund.

City design

#	Activity area	Action	Responsible Business Unit / team	Council's role	Timing
3.7	Urban development	Engage with TRAC or rainbow community organisations on how to integrate visibility of and give voice to rainbow communities and their histories within public space, urban and city design projects underway and upcoming.	City Design	Provider	Ongoing until project completion (end of 2028)
3.8	Urban development	Refresh the rainbow crossing with the Rainbow Progress Flag design.	Economic Wellbeing	Provider	End of 2025

Other ways the Council delivers visibility for rainbow communities in city design:

The Wellington Design Manual

- The Wellington Design Manual will provide guidance on art and storytelling as part of placemaking, reflecting local histories and identities of particular streets, including those for rainbow communities.
- The Design Manual will guide project holders for public space design on how to identify key stakeholders and consult with them on histories, key themes and priorities for public places.
- The estimated date for publication of the Design Manual will be in the first quarter of 2026.

Focus area 4: Intersectionality/equity

Outcome: Uplifting people who intersect across identities (and may experience overlapping forms of marginalisation).

Uplifting voices

#	Activity area	Action	Responsible Business Unit / team	Council's role	Timing
4.1	Social and Recreation	Engage with and respond to the needs of rainbow and Takatāpui youth through the Libraries' Youth Advisory Group quarterly meetings.	Libraries	Facilitator	Ongoing
4.2	Economic	Ensure rainbow	Economic	Facilitator	Late 2025

	Development	businesses are part of the business voice during engagement for the Cuba St and Courtenay Place precinct planning.	Wellbeing		
4.3	Urban Development	Advocate to Greater Wellington Regional Council for safer public transport for rainbow communities and greater public transport provision from the city to suburbs and after midnight on weekends.	Transport Strategy	Advocate	Ongoing – during upcoming consultations

Equitable opportunities

#	Activity area	Action	Responsible Business Unit / team	Council's role	Timing
4.4	Economic Development	Identify and explore opportunities to support and promote rainbow creatives through activities in the central city including night markets, activating vacant shopfronts, and showcasing talent.	Libraries	Facilitator	Ongoing
4.5	Governance	Develop measures for diversity and social impact outcomes for rainbow-owned businesses as part of the Procurement Policy review.	Commercial Partnerships	Provider	End of 2026
4.6	Governance	Engage with TRAC during the Procurement Policy review to ensure that the policy serves the rainbow community.	Commercial Partnerships	Facilitator	End of 2026
4.7	Governance	Hold a workshop for rainbow-friendly or rainbow-owned businesses to support them to develop requests for proposals.	Commercial Partnerships	Facilitator	End of 2026
4.8	Cultural Wellbeing	Toi Poneke will continue to host the monthly development meetings of the National Takatāpui Wananga Roopu and monthly network meetings of the Wellington Pride Festival for free.	Creative Capital	Facilitator	Ongoing

Other ways the Council provides equitable opportunities for rainbow communities:

WellingtonNZ

- Under action 1.2.6 of the Economic Wellbeing Strategy (2022) WellingtonNZ has a role in partnering with government agencies, education providers, mana whenua, and employers to break down barriers for employment in rainbow communities.

Procurement

- Social and Sustainable Procurement Framework: WCC has adopted a procurement framework that incorporates social, cultural, environmental, and economic outcomes, including supplier diversity.
- Supplier Expectations: Vendors are expected to align with WCC's commitment to equity, diversity, and inclusion—including respect for rainbow communities.
- Inclusive Facilities and Services: Contractors delivering community services are required to meet inclusive standards, including safe environments for people in our rainbow communites.
- Equity and Inclusion Training: Some council staff involved in procurement have received training to consider rainbow and minority community impacts when awarding contracts. To be rolled out to rest of the team who have arrived in last year.

Focus area 5: Inclusive Council Operations

Outcome: Ensuring WCC demonstrates from within the vision of an inclusive city.

Staff capability and training

#	Activity area	Action	Responsible Business Unit / team	Council's role	Timing
5.1	Governance	Review existing rainbow and Takatāpui e-learning to make sure content about the vulnerabilities, discrimination and violence that rainbow and Takatāpui communities face is covered. Where there are content gaps, offer the opportunity for Queer at Council and the kaimahi Inclusion Advisory Group to input into and review draft additions.	Culture and Capability	Provider	Mid 2026
5.2	Governance	Work with libraries leadership around how they could share the ways libraries create safety for	Culture and Capability	Provider	Early 2027

		rainbow and Takatāpui people with other customer facing business units.			
5.3	Governance	Continue to encourage WCC people leaders to engage with external providers of face-to-face workshops on understanding rainbow communities and how they can ensure employees who are part of the rainbow community feel included.	Culture and Capability	Facilitator	Ongoing
5.4	Economic Development	Wellington Basin Reserve to continue to work towards achieving the Rainbow Tick accreditation.	Council-controlled organisations and Partnerships	Partner	End of 2026
5.5	Economic Development	Explore the Rainbow Tick accreditation for Experience Wellington and the Cable Car.	Council-controlled organisations and Partnerships	Partner	End of 2026

Other ways the Council supports rainbow kaimahi and provides for staff capability when working with rainbow communities:

- Including Takatāpui and Rainbow Communities at WCC e-learning (2023) - This e-learning module was developed internally, reviewed by InsideOUT, and shared with TRAC. This learning is included in our induction learning pathway.
  - It aims to raise awareness of:
    - some of the issues facing Takatāpui and rainbow communities
    - what some of the key LGBTQIA+ terms mean
    - how best to use inclusive language.
- Inclusion of Takatāpui and Rainbow Communities – Internal Guideline (2023) - Provides advice for supporting the inclusion of Takatāpui and rainbow kaimahi communities at the Council.
- Gender Affirmation – Internal Guideline (2023) - This guideline provides advice for supporting kaimahi taking steps to affirm their gender.
- Queer at Council – Employee Led Network - A queer network of people from across the Council who come together to chat, debate, socialise and connect. Their mission to create a safe space for rainbow (and rainbow adjacent) folk at Wellington City Council to come and be themselves.
- Workforce representation
  - The number of gender diverse kaimahi has grown — from just three people in 2022 to 33 in 2025.
  - We don’t yet have enough data to report gender pay gap information for gender diverse kaimahi, but this is checked on an individual basis.

- Talent Acquisition model that enables us to significantly increase and diversify our talent pools – so our recruitment model is inclusive (range of kete to reach different communities including rainbow) and focus on assisting managers to attract people who reflect the communities we serve.

Council-controlled organisations

- Te Nukuao Wellington Zoo's Rainbow inclusion initiatives have been awarded for excellence at the national Rainbow Excellence Awards. They have achieved Rainbow Tick certification and their staff Rainbow group undertake inclusion mahi, supporting the display of the progress pride flag at the front of Wellington Zoo.
- The Cable Car employs a diverse and inclusive rainbow team, valuing and respecting individuals of all backgrounds and identities.
- Wheako Pōneke Experience Wellington
    - Delivers a varied and diverse offering ensuring all members of our community including LGBTQIA+ can enjoy programmes especially tailored for them.
    - Makes their Safe Spaces Statement visible at all sites and online that is enforced where necessary to ensure all people are welcome and safe at their sites and in their programmes, of every gender identity and expression, and sexual orientation.
    - The Access and Inclusion Committee works closely with teams to apply a strong access and inclusion lens across all policy, procedures and operational practices across the organisation.

Democracy

#	Activity area	Action	Responsible Business Unit / team	Council's role	Timing
5.6	Governance	Provide training for chairs of Council committees to use standing orders to facilitate respectful meetings, so that all members of the rainbow community feel that they can attend and participate in Council meetings.	Democracy Services	Provider	Early 2026
5.7	Governance	Work with TRAC to update our Attending and Speaking at Meetings website to be more rainbow-inclusive.	Democracy Services	Provider	2026

Communications

#	Activity area	Action	Responsible Business Unit / team	Council's role	Timing
5.8	Governance	Use non-gendered icons in signage where relevant and use gender inclusive language (eg "all genders") in spaces like non-gendered toilets.	Design	Provider	Ongoing

How the Council provides for rainbow-friendly communications:

- WCC Writing Style Guide – Refers to the use of gender neutral language. Unless it's relevant, avoid using language that refers specifically to either gender.

Glossary

Source: Public Service Commission – Glossary of common rainbow terms

Asexual - A person who either does not, or does not often, experience sexual attraction but may experience romantic attraction towards others. This can also be used as an umbrella term, like 'ace', that encompasses a range of other ace spectrum identities.

Bisexual - A person who is emotionally and sexually attracted to their own and other genders.

Gay - A person who is attracted to the same gender. This is more widely used by men than women and can be both a personal and community identity.

Gender - Gender is an individual's internal sense of being a woman, a man, neither of these, both or somewhere along a spectrum. Gender is not fixed or unable to be changed.

Gender diverse - A person who does not conform to their society or culture's dominant gender roles.

Intersex - An umbrella term used to describe people born with physical or biological sex characteristics (including sexual anatomy, reproductive organs, hormonal patterns and/or chromosomal patterns) that are more diverse than stereotypical definitions for male or female bodies.

LGBTQIA+ - An acronym which stands for Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Intersex, Asexual or Ace. The + recognises there are further identities not listed, and while the combination and number of letters varies, the overall LGBTQIA+ acronym is well-recognised.

Lesbian - A woman who is attracted to other women. This is used as both a personal identity and community identity.

Non-binary - An umbrella term for gender identities outside the male/female binary.

Queer - Historically used as a derogatory term for something/someone being different. This word has been reclaimed by some people as an umbrella term for sexual and gender minorities who are not heterosexual or cisgender. Note — due to this history, it is best not to initiate the use of this term to refer to others unless this is how they describe themselves.

Rainbow - An umbrella term that covers all sexual and gender minorities, and people with variations of sex characteristics and avoids the acronym LGBTQIA+. This can be used to identify communities as well as an individual.

Takatāpui - A traditional term reclaimed by Māori to encompass both their culture and spirituality, as well as their diverse sexual orientations, gender identities and expressions, and sex characteristics.

Transgender - This term describes a wide variety of people whose gender is different from the sex they were assigned at birth. Transgender people may be binary or non-binary.

Wellington city: Rainbow overview

Wellington city's rainbow population

~18,237

rainbow people in Wellington city

(Wellington city usual residents aged 15 years or older who responded to the Census 2023 who were identified as LGBTIQ+)

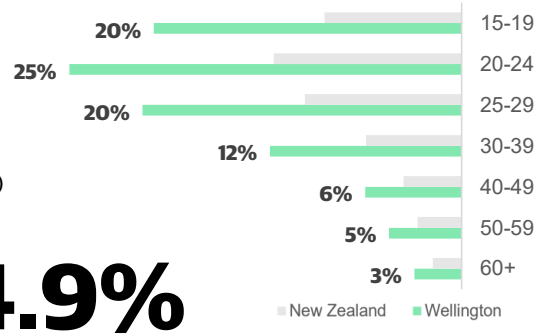
11.3%

identify as rainbow in Wellington City

vs 4.9%

identify as rainbow in the general NZ population

Rainbow identification by age



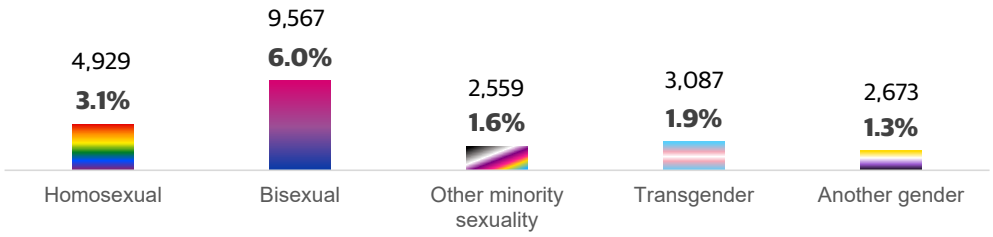
Median age of...

- Rainbow Wellingtonian: **27.1**
- Rainbow NZ: **31**
- Non-rainbow Wellingtonian: **42.7**
- Non-rainbow NZ: **47.7**

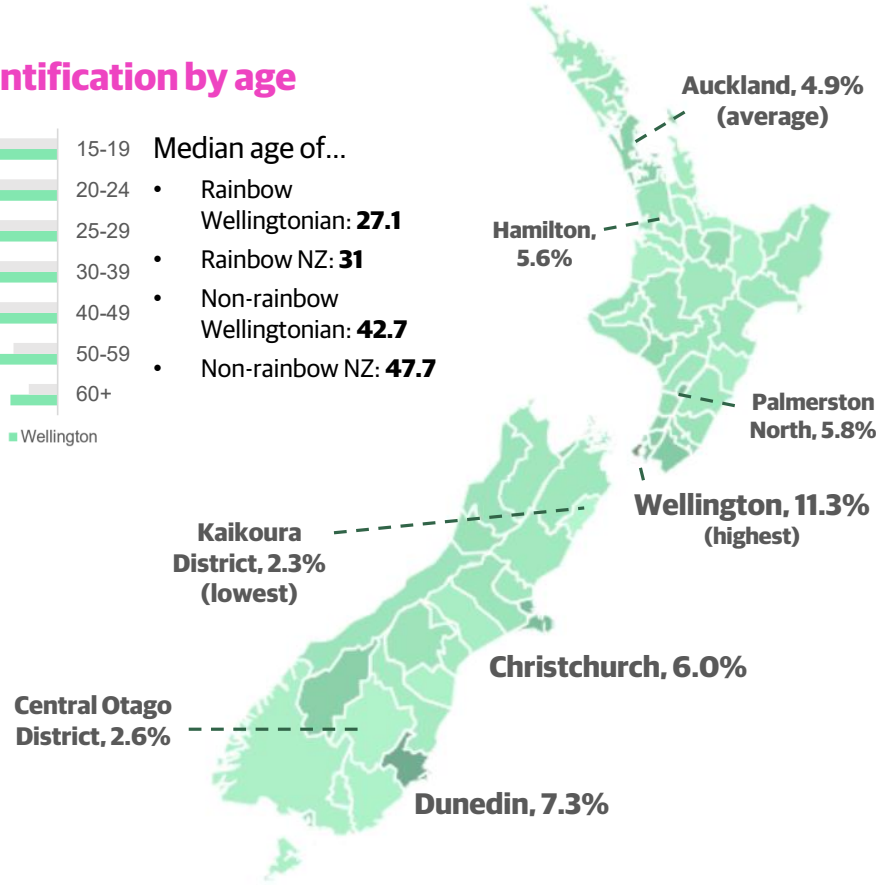
Rainbow subgroups (% of Wellington city overall)

'Rainbow' refers to anybody who has been identified as one or more of the following*...

N.B. counts are not exact due to StatsNZ confidentiality rules. See notes at bottom right of slide.



Sources: Census 2023 - Ethnicity and age by LGBTIQ+ indicator; Sexual identity, cisgender and transgender status (Statistics New Zealand)



Note: All percentages reported are of those who had an identifiable LGBTIQ+ status. LGBTIQ+ population includes anybody who was identified in Census 2023 to be one or more of: transgender, 'another gender', minority sexuality, intersex. (Intersex data was not available at the TA level). Sexual identity percentages include "prefer not to say" in the base, as this is a valid Census response. Respondents may belong to multiple rainbow groups (e.g, there is a heavy crossover between 'another gender' and 'transgender'), see StatsNZ for category specifications. All numbers should be taken as indicative rather than exact, as A) not all eligible people responded to the rainbow-related Census questions, and B) StatsNZ confidentiality rules obscure exact numbers.

Wellington city: Rainbow overview

Sources: Census 2023 - Ethnicity and age by LGBTIQ+ indicator; Disability indicator by LGBTIQ+ indicator (Statistics New Zealand)

1 in 5 young people in Wellington are rainbow

21.9%

of Wellingtonians aged 15-29 identify as rainbow

vs 10.2% (NZ)

of people aged 15-29 in the general population identify as rainbow

1 in 4 young Europeans and Māori are rainbow

25.2%

of Europeans aged 15-29 in Wellington city are LGBTIQ+

24.0%

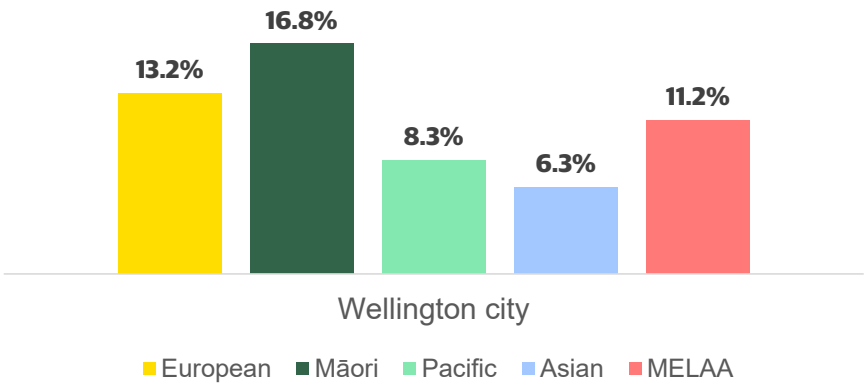
of Māori aged 15-29 in Wellington city are LGBTIQ+

vs 12.0%

of Asians aged 15-29 in Wellington city are LGBTIQ+

(The three largest ethnic groups in Wellington have been presented to illustrate that differences exist between ethnic groups)

Rainbow identification by ethnicity group, Wellington city



Note: Factors such as the different age distributions of different ethnic groups contribute to the differences (e.g., Māori are younger than the general population, and younger people have higher rainbow identification). Any correlation between ethnicity and LGBTIQ+ status should not be interpreted as an intrinsic characteristic of either group. People may identify with more than one ethnic group. All figures rounded to the nearest decimal place.

The central ward has the highest rainbow identification

19.0%

of Wellingtonians who are usual census residents in the Pukehīnau/Lambton General Ward identify as rainbow

vs 9.2%

of Wellingtonians who are usual census residents across the other four Wellington wards identify as rainbow

Rainbow people are more likely to be disabled

12.6% of LGBTIQ+ Wellingtonians have at least one activity limitation, as compared to 5.4% of non-LGBTIQ+ Wellingtonians.

The higher rate of disability is especially pronounced for young people: **15.4%** of LGBTIQ+ Wellingtonians aged 15-29 have at least one activity limitation, as compared to 4.9% of non-LGBTIQ+ Wellingtonians aged 15-29.

Summary of statistics about Wellington's rainbow population – socioeconomic outcomes and experience with Council services

The following are some of the key findings from the 2023 Census, 2025 Residents' Monitoring Survey and the 2024 Quality of Life surveys for rainbow respondents, noting that comparisons were made within the age range for young people where possible as the rainbow population skews younger, and age may influence responses.

In the 2023 Census, rainbow 15 to 29 year olds in Wellington were:

- Three times more likely to report being disabled (having at least one activity limitation) – 15.4% rainbow, 4.9% non-rainbow
- Less likely to own their own home – 3.2% rainbow, 4.9% non-rainbow. Transgender and non-binary respondents were much less likely, with 1.5% reporting to own or partly own a home
- More likely to report that their dwelling is sometimes or always damp – 38.2% rainbow, 25.2% non-rainbow, though this may be related to low home-ownership rates among young people
- More likely to report being unemployed – 6.7% rainbow, 5.2% non-rainbow
- Transgender/non-binary respondents generally reported having worse outcomes compared to the general rainbow 15 to 29 year old group.

In the 2025 Residents' Monitoring Survey, rainbow 18 to 29 year olds in Wellington were:

- Somewhat less likely to report an overall good quality of life – 83% rainbow, 91% non-rainbow
- Somewhat more likely to report feeling unsafe in the central city after dark – 67% rainbow, 60% non-rainbow
- Somewhat more likely to report satisfaction with WCC's performance over the past year – 54% rainbow, 45% non-rainbow
- Somewhat more likely to report using some community facilities – pools in the past 12 months (41% vs 29%), libraries monthly or more (56% vs 52%)
- Less likely to report using sports facilities (19% vs 34%) and sportsfields (26% vs 48%) in the past 12 months
- Somewhat more likely to report feeling welcome and included in cultural events and activities in Wellington (83% vs 76%) and to see their community reflected in Wellington's cultural activities (69% vs 58%)
- More likely to report attending or engaging with cultural or arts events in Wellington monthly or more (60% vs 35%)
- More likely to report attending Wellington attractions in the last 12 months including Wellington Museum (52% vs 42%), Cable Car Museum (33% vs 26%) and Space Place (23% vs 15%)

- More likely to report that WCC makes decisions in the best interests of the city (39% vs 20%) and that they understand how WCC makes decisions (44% vs 29%)

In the 2024 Quality of Life Survey, rainbow respondents in Wellington were:

- Less likely to rate their own mental health and wellbeing as good – 51% rainbow, 68% all respondents
- More likely to report feeling lonely most of the time or always in the past 12 months – 30% rainbow, 15% all respondents
- More likely to report experiencing at least one form of discrimination (of gender, age, ethnicity, physical or mental condition, sexual orientation, or religious beliefs) in their local area in the last 3 months – 50% rainbow, 26% all respondents
- These differences are less apparent when comparing all rainbow respondents to all under 25 year old respondents, however for this survey it was not possible to compare rainbow and non-rainbow within the under 25 age group.

HARBOUR QUAYS APPROVAL TO CONSULT ON THE PREFERRED OPTION

Kōrero taunaki | Summary of considerations

Purpose

1. This report requests Committee approval to begin community consultation on the preferred option and design for a second public transport corridor through the central city. The proposed Harbour Quays corridor links the railway station with Cambridge Terrace and Courtenay Place, following Whitmore Street, Customhouse and Jervois Quays, Cable and Wakefield Streets.
2. The community engagement will inform any changes and finalisation of the design as well as the final business case to be endorsed by both Wellington City and Greater Wellington Regional Councils in early 2026.
3. The agreement to proceed to consult includes approval to proceed with consultation on a traffic resolution for bus stops and bus lanes for the preferred Harbour Quays corridor.

Strategic alignment

4. The most relevant community outcomes, strategic approaches, and priorities for this paper include Urban Form - A liveable and accessible, compact city, making our city accessible and inclusive for all and transforming our transport system to move more people with fewer vehicles and value for money and effective delivery.

Relevant previous decisions

5. The Golden Mile single stage business case was approved by the Pūroro Āmua | Planning and Environment Committee at its meeting of 27 October 2021. Paragraph 49 in that paper identified the need for a second public transport spine through the central city.
6. Funding from Wellington City Council for the Harbour Quays project was approved through the 2024-34 Long Term Plan. Originally this project was to be jointly funded at $51.6M (capex). At that time, it was assumed that the project would attract a 51% subsidy from the National Land Transport Fund (NLTP). The approved NLTP 2024-27 deprioritised this funding subsidy. The project budget was subsequently reduced to $10.0M (capex) through the 2025 LTP Amendment, with Wellington City Council and Greater Wellington Regional Council providing half of the $10.0M each and no Government subsidy.
7. Co-funding for the project from Greater Wellington Regional Council was approved through their 2024-34 Long Term Plan where it was noted that this was to be jointly funded (50/50) by Wellington City Council.

Significance

8. The decision is **rated high significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil	☒ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

9. Funding was approved through WCC's LTP Amendment process, for the 2024-34 LTP, and became effective on 1 July 2025. Funding approved was $10 million of CAPEX and $0.5 million of OPEX. The project will be co-funded by GWRC at 50%, which was also approved in GWRC's LTP 2024-34.

Risk

☐ Low	☐ Medium	☒ High	☐ Extreme

10. There is a risk that if approval to consult is not granted or deferred to a later date that it will affect the delivery of this priority investment for GWRC. It could also compound public transport delays through the central city and negatively impact public perception of the two Councils working together for the betterment of the city.

11. There is a risk that if the Committee materially changes the investment objectives that the project team will need to reassess the preferred design and update the draft business case prior to consultation.

Author	Hamish Lobb, Project Manager Development
Authoriser	Paul Barker, Street Transformation Manager Liam Hodgetts, Chief Planning Officer

12. The following staff from GWRC have also being involved in writing or approving this committee paper.

Kim Kelly – Project Partner Liaison (GWRC/WCC)
Tamsin Evans – Senior Manager – Network and Customer (GWRC/Metlink)

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee:

1. Receive the information
2. Agree the Harbour Quays investment objectives and preferred public transport corridor option outlined in this report.
3. Agree to consult on the Harbour Quays public transport corridor, including consultation on a proposed traffic resolution for bus stops and part-time bus lanes along the preferred bus route.
4. Note that the feedback received from consultation will inform the finalisation of the business case, which will be brought back to Wellington City Council and Greater Wellington Regional Council early in 2026 for endorsement.

Whakarāpopoto | Executive Summary

13. The Harbour Quays project has been developed jointly by Wellington City Council as the Roading Authority and Greater Wellington Regional Council as the Public Transport Authority. The project will be funded and implemented jointly.
14. Funding has been allowed for in both Councils' Long-Term Plans at a project cost of $10.0M (capex) that is to be shared equally.
15. In 2024, Greater Wellington Regional Council as the Public Transport Authority requested that Wellington City Council as the Roading Authority make the street changes necessary for a second public transport corridor through the Central City.
16. The City's existing Central City bus corridor along the Golden Mile is currently operating at or exceeding recommended capacity for buses and passengers at peak times and this is expected to worsen in the future.
17. The optimal number of buses on the Golden Mile to ensure a reliable and efficient service is 50-80 buses per hour in each direction. Investment in the Golden Mile and Waka Kōtahi NZTA's State Highway Wellington Improvements project, assumes that there will be a second public transport corridor.
18. By 2034, the number of buses per hour per direction at the AM peak is expected to increase (from 2025 levels) by just over 25% and the number of buses per hour per direction at the PM peak is expected to increase (from 2025 levels) by approximately 35%, including those services that currently use Brandon St.
19. Saturation point for the Golden Mile is when the number of buses per hour per direction reaches 130. At this point any additional buses trying to access the corridor will queue back beyond the Golden Mile. This will impact the wider Wellington transport network and buses may be travelling at speeds slower than walking.
20. Congestion on the Golden Mile at these speeds leads to slower and more variable peak bus journeys well below international benchmarks, reduced service reliability, increased travel times and negative impacts on the quality of the central city area for people and businesses.

21. With the disestablishment of Let's Get Wellington Moving and the Mass Rapid Transit Business case being stopped, Greater Wellington Regional Council and Wellington City Council agreed to look at alternative solutions. The proposal is to create a second public transport corridor for buses through the city between the railway station and the intersection of Cambridge Terrace and Courtenay Place via Whitmore Street, Customhouse Quay and Jervois Quay, Cable Street and Wakefield Street.

22. A draft business case has been developed, that sets out the case for change, investment objectives and options considered for the corridor and bus stop locations as well as the economic case. The business case includes the proposed bus services that will be using the corridor and recommends that a peak time bus lane be installed.

23. The business case states that, without additional network changes or mode shift occurring and with part-time bus lanes included, the project's Benefit Cost Ratio (BCR) is 2.9.

24. The benefits of the project are realised by bus passengers who will continue to use services along the Golden Mile, where travel will become marginally faster and more dependable. Additionally, individuals who previously travelled on the Golden Mile but will now use the Harbour Quays route will experience improved speed and reliability along the newly established Harbour Quays corridor.

25. To accommodate a north bound bus stop, it is proposed to close Ballance Street at Customhouse Quay creating a cul-de-sac from Featherston Street. Based on previous experience during the construction of 1 Whitmore Street (the new BNZ building), significant disruption is not anticipated.

26. The proposed investment from NZTA on the SH1 Wellington Improvements project as well as any form of mode change away from private motor vehicles is expected to provide an even greater benefit.

27. Details of this project have been shared with the NZTA SH1 Wellington Improvements project, who have assumed a 3-4% mode shift in their regional modelling. While we haven't applied the 3-4% mode shift assumption, we have used a 5% in the sensitivity tests, based on the Wellington City transport model. At 5% mode shift the BCR was 13.6.

28. A communication and engagement plan has been prepared jointly by the two Councils.

29. It is expected that both Councils will consider endorsement of the final business case early in 2026 alongside Traffic Resolutions, so that finalisation of the detailed design and construction can follow, enabling the corridor to be operational late 2026.

30. Community feedback is being sought prior to endorsement of the final business case and decisions regarding the traffic resolution, so community views on the wider project can be considered as part of finalising the business case and the configuration of the bus lanes and bus stops can be resolved.

Takenga mai | Background

Strategic context - Wellington City Council strategies and plans

31. Long-term Plan 2024-34: prioritises investing in sustainable, connected, and accessible community and recreation facilities planning for a liveable and accessible compact city. A strategic priority is to transform the transport system to move more people with fewer vehicles. The LTP provides local share funding for this project.

32. Te Atakura First to Zero 2019 Strategy: If an additional public transport corridor is dedicated, buses are likely to be more reliable and travel faster; this will encourage more people to use public transport. As a result of this mode shift, fewer vehicles will be on the road, which will reduce emissions and traffic congestion.

33. The Wellington City Spatial Plan (2021): calls for a safe, connected, and low-carbon transport network. Cycling and active modes are prominent in the Plan, along with infrastructure that supports growth. Additionally, the Plan outlines:

    - Safely and efficiently moving more people with fewer vehicles
    - Giving convenient, safe, and accessible choice for people to travel without using cars
    - Making city streets more attractive and safer places to be
    - Supporting urban growth and regeneration.

Strategic context - Greater Wellington Regional Council policies and plans

34. Wellington Regional Land Transport Plan (RLTP) 2021-2031: The project supports the Plan's carbon emission, safety, and mode share targets. Objective 1 refers to providing quality, affordable travel options in the Wellington region. It is noted in the Plan the Bus Network Review will continue to improve services throughout the region. The RLTP mid-term review (2024) has identified the Harbour Quays as a significant project and ranked it at regional priority four (out of 30 ranked programmes – some of which include several projects).

35. The Bus Priority Action Plan focuses on improving public transportation between the central city and suburbs.

36. Wellington Regional Transport Emissions Reduction Pathway 2023, an initiative of the nine councils of the region, offers a long-term strategy for transforming the way we design our towns and cities. The focus areas of the Pathway include but are not limited to the following: more transport choice and smarter freight – support decarbonisation and mode shift. In addition, the report mentions the fact that the bus network review will look at any changes that may be needed to the network design.

37. Greater Wellington's Long-Term plan provides local share funding for 50 percent of this project.

The case for change

38. The Let's Get Wellington Moving's Programme Business Case (2019) identified the need for two primary public transport corridors through Wellington's central city.

39. The Golden Mile Single Stage Business Case approved in October 2021 noted "There is a finite capacity on the Golden Mile to accommodate new bus services due to geometric constraints of Willis Street and Manners Mall. Therefore, bus volumes were at that stage suggested to be "capped" at 100 buses/hr in each direction and that additional increase beyond the 100 buses/hr/direction will be accommodated on the second public transport spine".

40. A report from August 2024 included modelling for bus capacity on the Golden Mile to determine optimal bus volumes as input into the Bus Priority Action Plan V.2. Looking at international best practice for central city bus speed and variability this work recommended a maximum of 50 to 80 buses per hour per direction for optimal bus operations. Beyond this number bus speeds and variability degrade until the corridor reaches saturation point at around 130 buses per hour per direction with buses averaging 3-6 km/h. At saturation point any additional buses trying to access the corridor will queue beyond the Golden Mile to the north and the south.

41. This table provides forecast bus numbers for the Golden Mile and shows the saturation point at 2032 for the PM peak Northbound initially.

42. The City's existing central city bus corridor along the Golden Mile is currently operating at or exceeding capacity for buses and passengers at peak times. This results in capacity and reliability issues for current passengers. A second transport spine along the Harbour Quays will immediately provide benefits to current bus customers using the Golden Mile and Harbour Quays.

	2026	2027	2028	2029	2030	2031	2032	2033	2034
AM Peak - GM Northbound	104	108	114	119	122	125	128	131	134
AM Peak - GM Southbound	83	86	91	112	115	119	121	123	126
AM Peak - Brandon Southbound	16	16	17						
PM Peak - GM Northbound	91	94	100	122	125	128	131	134	137
PM Peak - GM Southbound	100	104	110	114	117	120	123	126	128
PM Peak - Brandon Northbound	16	16	17						

43. SH1 and Harbour Quays are two important pieces of the puzzle that is Wellington City's transport network. SH1 through Wellington City is heavily congested at peak times and significant increases in travel times for those travelling into and around the city are likely within 10 years.

44. Additional capacity on SH1 is proposed through the Road of National Significance project for SH1 Wellington Improvements Project. The project includes duplicate Mt Victoria and Terrace tunnels, as well as upgrades to the Basin Reserve. The changes to the Basin Reserve will support an improved north-south bus corridor, a key public transport route identified in the Government Policy Statement on Land Transport (GPS).

45. These improvements are expected to enhance the movement of people and goods across Wellington City and will result in significant travel time savings during peak periods and greatly improved travel time reliability.

46. Improvements to SH1 will create opportunities to detune the central city for general traffic and move more people with fewer vehicles. Integrating the SH1 improvement into the existing street and transport networks could reduce severance, increase connectivity for active modes and allow for future increases to public transport lanes,

moving towards delivering a city transport system that moves more people with fewer vehicles.

Long Term Plan Budgets

47. National Land Transport Plan (NLTP) funding for 2024 – 2027 was lower than assumed in the 2024-34 LTP and reductions to the capital programme were required.

48. Harbour Quays is referenced in the Government Policy Statement on Land Transport 2024-34 as a priority for public transport funding. In the subsequent NLTP the project received only a 'possible' funding priority for the business case only and no funding was allocated to either Wellington City Council or Greater Wellington Regional Council.

49. Acknowledging the need for an additional public transport corridor both Councils agreed to reduce the scope of the original project (budget $51.6m) to fit within a reduced funding envelope of $10.0M (capex) shared equally (50:50) between the two Councils, i.e. $5.0M for each Council, without any financial contribution from Waka Kōtahi NZTA.

Timeline

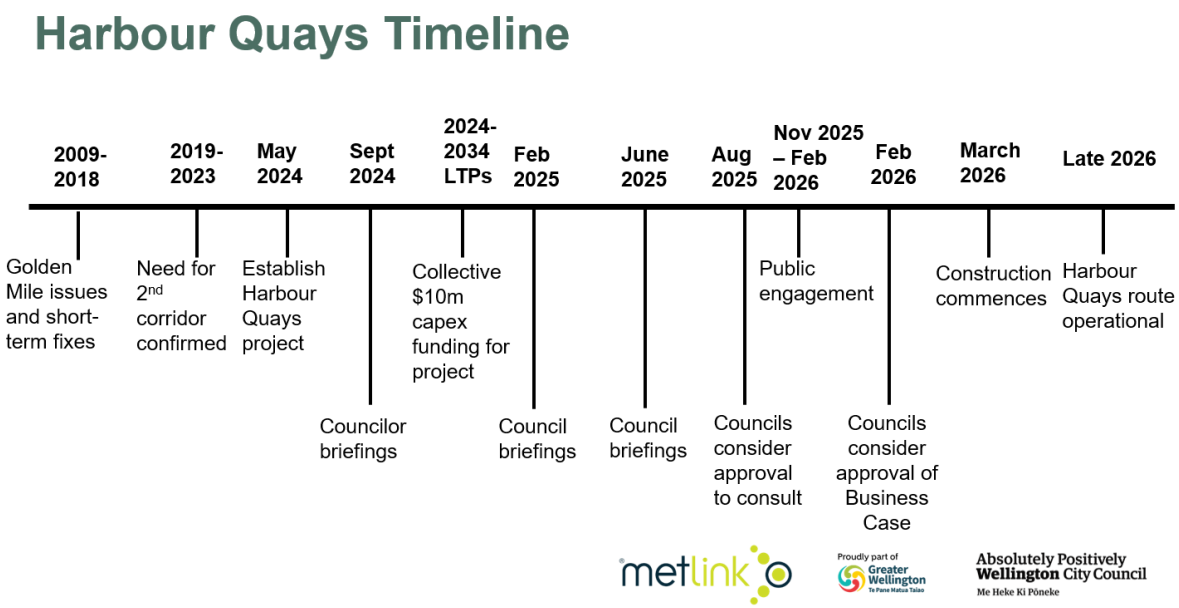
50. In May 2024 the Harbour Quays project was established.

51. Councillors of both Councils have been briefed on several occasions, as outlined in the diagram below. These briefings related to the funding arrangements, corridor selection and more recently on proposed bus stop placement, service design and lane restrictions.

52. We are now in the process of engaging with those parties directly affected by the proposal.

53. A draft business case and proposed designs has been completed by the project team.

54. This paper seeks approval to proceed to consult with the wider Wellington community later this year before bringing the final business case for endorsement and proposed traffic resolutions for approval early in 2026.



Corridor options considered

55. Ten options were considered for the public transport corridor between the Railway Station and the intersection of Cambridge Terrace and Courtenay Place. These are detailed in the attached draft business case.

56. The project considered the area between the Golden Mile and the waterfront and included options for Featherston, Victoria and Wakefield Streets in addition to the now proposed Harbour Quays corridor.

57. The ten options initially identified included eight permanent options and two interim options.

58. The ten options were:

- Permanent
  - Two options for a "split bus route" using different street options.
  - Three options for "buses both ways on Quays using different options for where and how the buses would travel
  - One option for "buses on Featherston Street" – with no general traffic
  - Two options for "buses and bikes on the Quays" with options for where the cycleways were located.
- Interim options
  - Featherston Street – split bus route which splits the northbound and southbound buses between the Harbour Quays and Featherston Street.
  - Harbour Quays which have buses in both directions on the Quays on either side of the road.

59. The eight permanent options were discounted once the project budget was reduced to $10.0M as they involved significant new infrastructure which would not be affordable within the new funding envelope (so were not considered reasonably practicable options given the fiscal constraints facing Council that led to the reduced funding), and they would not be able to be implemented before 2028 (so would not meet the objectives for an alternative route to be developed by December 2026).

60. With regards to the two interim options:

- The preferred northbound corridor was identified early as the Wakefield, Jervois, Customhouse and Whitmore route. The preferred southbound corridor took longer to identify, and the project team spent time exploring an option to use Featherston and Hunter Streets.
- The perceived advantage of Featherston/Hunter Streets was its proximity to the Golden Mile and that it removed the need for bus customers to cross the six lanes of the waterfront corridor.
- There were some significant drawbacks however that included traffic impacts at the intersection of Whitmore and Featherston to accommodate right turning buses, traffic impacts at the left turn from Featherston into Hunter to accommodate an articulated bus and traffic impacts on Jervois Quay because of accommodating right turning buses out of Hunter Street.

61. A Multi Citeria Analysis (MCA) was undertaken of the two interim options alongside a Do Minimum option as shown in the table below.

	Do Min	T01[9]	T02 [10]	Comment and Key Differentiators
Bus Travel Times and Reliability (Investment Objective 1)	-3	2	2	If nothing is done, the optimal capacity of the Golden Mile will be significantly exceeded affecting travel times and reliability. Both options take buses off the current route enabling buses to operate more efficiently than both the future Do Min and currently.
Route Legibility	2	-1	1	Having all buses on a single spine is most legible. Having two-way buses on two spines is also legible. Having second spine northbound and southbound buses on different routes is less legible.
Network Capacity (Investment Objective 2)	-3	1	2	If nothing is done, the optimal capacity of the Golden Mile will be significantly exceeded. Both routes will improve capacity, but T01 has potential capacity limitations on Whitmore Street, Featherston Street and Hunter Street. T02 also has capacity limitations on Whitmore Street but not the other locations.
Safe and Convenient Ped Access and Movements (Investment Objective 3)	1	-1	-2	Do Min is better than current situation due to Golden Mile project, but outcome impacted due to heavy bus congestion. T02 worse than T01 as the Quays are a barrier to pedestrian movement and potentially less safe.
Pedestrian LoS at Bus Stops	1	0	0	Improvements in Do Minimum due to Golden Mile. Options worse than Do Minimum due to simpler stops and less waiting area on second spine routes.
Does Not Preclude Future Routes or Connections to Existing Routes	0	-2	-1	T02 performs better than T01 as it leaves Featherston Street available for a cycling connection, whereas T01 creates conflict with bikes across both corridors, limiting future options.
Impact on General Traffic	0	-1	-1	Both options impact on general traffic travel time and variability as buses are added to existing traffic lanes. Although the options score similarly, there is a risk of greater impact with T01 due to the more complex route and less opportunities for traffic to pass buses on Featherston Street.
On Street Parking Impact	0	-1	-1	Both options affect parking, but the impact is relatively small in comparison to the length of the routes. T01 impacts 33 spaces and T02 impacts 25 spaces.

[9] Featherston Street option
[10] Harbour Quays option

	Do Min	T01[9]	T02 [10]	Comment and Key Differentiators
Business Impact	-2	1	2	Do Minimum scores poorly due to the bus and passenger crowding on the Golden Mile affecting the quality of the road and footpath environment. T01 and T02 score better due to having a greater spread of commuters through the city and increased business opportunities along new pedestrian flow routes. T02 better than T01 as it doesn't impact parking and stops for Featherston Street businesses.
Construction and Constructability	0	-1	-1	Both options are only expected to have a minor impact during construction as construction activities are relatively minor. T02 slightly better than T01 as traffic management is easier on the Waterfront Quays than Featherston Street.

62. The MCA identified the proposed route with both directions on the Harbour Quays as the best performing of the two interim options. It scored highest against the key investment criteria and outperformed the second-best option – south bound buses on Featherston Street – overall and this is the preferred option as outlined in the attached draft business case.

Kōrerorero | Discussion

Draft Business Case

63. The appended draft business case will support the engagement and will be updated taking into consideration input from Councillors, key stakeholders and feedback received during consultation. Endorsement of the business case will come before both Councils early in 2026.

64. The business case is made of the five sub cases:

1. **Strategic Case**

   The case for change. Why do we need this project? Provides supporting information as to why the project is required

2. **Economic Case**

   Options analysis. Compare solutions – provides possible solution options and the preferred option

3. **Commercial Case**

   Procurement strategy and approach – provides options on how the solution will be obtained and from where

4. **Financial Case**

   Affordability and funding arrangements – provides funding options, project/programme, and ongoing costs

5. **Management Case**

   Delivery plan – provides high level information as to how the project/programme is going to be managed and delivered

65. Three investment objectives were developed for the project:

    a. To enhance travel time and operational efficiencies and resilience (in response to planned and unplanned disruptions) through the development of a second public transport corridor by December 2026

    b. To increase the public transport capacity through the central city to reduce constraints on the Golden Mile corridor by creating a second public transport corridor through the central city by December 2026

    c. By 2030, to enhance connectivity and safety along and across the Harbour Quays corridor for all modes of travel, to support urban activation

66. The draft business case sets out how the proposed investment in the Harbour Quays corridor contributes towards achieving these investment objectives.

67. The recommendation in this paper specifically seeks approval to the use of these objectives in developing the business case.

68. The economics that form part of the economic case have been peer reviewed with any suggestions considered.

69. In addition to this, an independent peer review has also been undertaken of the full business case in terms of confirming it addresses everything that should be addressed within a business case, that this information is in the right place, that the strategic case makes sense/it articulates the problem well, all the options are outlined as expected and a credible solution has been provided.

70. The independent peer reviewer noted that overall, yes, the business case is well structured and consistent with guidelines. They provided several points to strengthen the business case which now been incorporated into the business case attached to this report.

71. Modelling was undertaken as part of the economic case using a Wellington Transport Analytics Unit (WTAU) model. The purpose of undertaking modelling is to support the economic case and to see if the model tells us what common sense suggests to us e.g. the benefits or disbenefits to general traffic of having buses on Harbour Quays.

72. Modelling has also been undertaken in a similar timeframe for the Waka Kōtahi SH1 Wellington Improvements project and modelling assumptions have been compared to confirm we are using the same assumptions where applicable – for instance the use of part time bus lanes.

Preferred corridor option

73. As outlined above, ten options were investigated for an alternative public transport corridor, eight of which were discarded because they involve significant infrastructure the costs of which will exceed the budget for the project and are unable to be implemented before 2028. Of the two remaining reasonably practicable options, the preferred corridor option is that along Harbour Quays.

74. A map of this public transport corridor can be seen under point 81 below outlining bus stop locations.

75. The other interim public transport corridor (Featherston Street) is not preferred because:

- It only outperformed the Harbour Quays option under one criteria in the MCA assessment, nothing Harbour Quays outperforms the Featherston Street option under four criteria
- The modelling completed prior to the MCA workshop concluded that the Featherston Street option was likely to result in more disruptions during the AM peak while delivering similar performance to the Harbour Quays option during the PM peak.
- The Harbour Quays option is expected to improve overall non-financial outcomes when compared to the Featherston Street option. This is because it will better activate the Harbour Quays and have fewer impacts on Featherston Street.

Service Design

76. Metlink customer focus groups undertaken as part of the business case development indicate that central city bus customers are sensitive to change and it will be a challenge for some to change travel patterns away from the Golden Mile to the Harbour Quays. The primary benefit will be faster journeys for bus passengers, and this was determined through the options analysis outlined in this paper and the draft business case to be best achieved by directing peak hours express services along the new Harbour Quays public transport corridor.

77. Other customer value can be delivered by operating services on Harbour Quays that provide:

- All-day, 7 days-a-week access to key waterfront attractions, e.g. Waitangi Park, Frank Kitts Park, Queens Wharf, East by West ferry.
- Improved Airport Express access to central city visitor destinations – Wellington Museum, Te Papa, Tākina.
- Extended services through the central city for routes currently terminating at Brandon Street.
- Pedestrian activation of the areas between the central city and waterfront.
- Extra capacity to introduce new services to and through the central city.
- An improved diversion route when required.

78. A transitional strategy to migrate regular bus services to Harbour Quays is proposed. This will start with a limited number of bus services which will support a shift to Harbour Quays with minimum customer risk and within the available budget for the infrastructure that is an essential part of a good customer experience – the bus shelters and real time service information displays.

79. In addition to regular services, it is planned to use some Harbour Quays bus stops for the Golden Mile diversion.

80. The mix of services proposed for the Harbour Quays in the first phase will transfer up to 23% of peak patronage and 12% of weekly patronage from the Golden Mile to Harbour Quays. Importantly, a relatively lower scale first phase will maintain the volume of bus and pedestrian activity essential to support employment, retail and hospitality activity in the central city.

81. Adding additional services to the Harbour Quays corridor over time will provide ongoing and increasing relief needed on the Golden Mile. Staged implementation will allow

benefits to be assessed and promises of future value for customers to be properly delivered. Critically, increasing the services in future years will allow time to plan and budget for the additional shelter and pedestrian improvements required as patronage and pedestrian activity grow.

Bus Stop Locations

82. It is proposed to have five pairs of stops along the Harbour Quays corridor as shown in the diagram below.



83. Where possible we have been able to achieve the design requirement of a three-bus bay, being a minimum of 42m. The stop adjacent to the Frank Kitts Park carpark does not have sufficient kerb length, it will accommodate one bus fully while a second bus is able to have both doors against a kerb, but the rear will extend over the carpark exit. Any additional buses will need to wait before the carpark entry and only move onto the stop when it is clear to do so.

84. The draft business case includes the Bus Stop Strategy. This document was used to assist in planning for the proposed bus stops on the corridor. The document includes:

- Legislation, standards and guidelines
- Current State and Use
- Bus Stop Location Planning, including catchment analysis
- Stop Placement Options Considered
- Recommended Stop Locations

Bus Lane Rationale / Extent

85. Almost all intersections along the route are signalised (only the four at the eastern end of Wakefield Street and Barnett Street off Cable Street are priority controlled). At all the signalised intersections the pedestrian phase runs concurrent with the parallel vehicle phase requiring left turning vehicles to give way to pedestrians and then to filter through once it is safe to do so. In most cases there is insufficient room to move out of the traffic lane to give way, so left turners wait in the traffic lane until it is safe to proceed preventing following vehicles from passing.

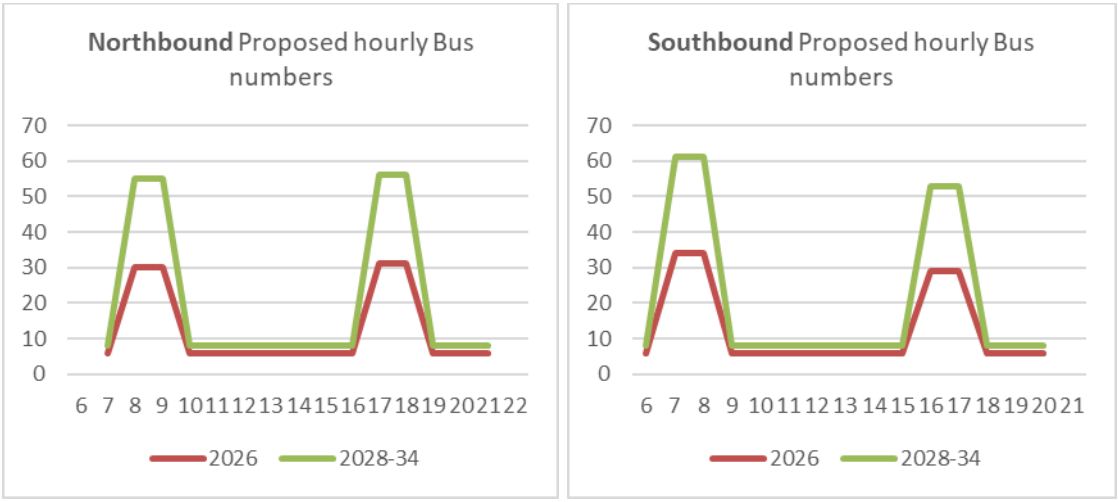
86. The TCD Rule and Land Transport Road User Rule (2004) define special vehicle lanes and set out as a Road Controlling Authority how we must sign and mark them. There is no legislation that defines minimum use requirements as this is left to the Road Controlling Authority under its mandate to operate the network efficiently.

87. The service design proposed by Metlink is heavily dominated by the peak flows with up to 60 buses /hr in each direction in the 2034 design period but off set by only 8 buses /hr in each direction in the interpeak. This disparity between peak and off peak makes it difficult to set a lane use restriction throughout the day.

88. The peak hour flows of initially 30/hr increasing over the next 8 years to 60/hr can be justified for a lane use restriction.

89. The justification for an all-day lane use restriction will be governed by the use in the interpeak and weekend use. The interpeak would have a lower threshold given that there is also a significant drop off in general traffic and therefore reduced demand. While there is not a numerical threshold, something in the order of 20-30 buses/hr would be needed before considering an all-day restriction. With the proposed service design, it is not believed that a bus lane restriction will be needed outside the weekday peak hours.

90. The graphs below show an approximation of the flows throughout the day in each direction



91. Transit Lanes, T2 or T3 (a type of High Occupancy Vehicle Lane) while allowed for, haven't been used in Wellington City. In the region, they were used for a time along the Mana Esplanade prior to the Transmission Gully highway being opened. While this is not a reason to not implement a transit lane there would be both communication and enforcement challenges of such a lane. Wellingtonians are well versed with the use of both peak hour and all-day Bus Lanes and to a lesser extent Bus-Only lanes.

92. Given that the kerbside lanes will be encumbered by both in lane bus stops and left turning traffic giving way to pedestrians, there would be little to be gained by restricting the left lane as a transit lane when motorist will probably get a better level of service along the route from either of the other general traffic lanes.

93. Introduction of bus lanes would signal the transformational shift of the Quays corridor from domination by private vehicles towards a multi-modal corridor.

94. Bus lanes are anticipated to deliver journey time savings to those on the bus; this however is difficult to quantify as it is very dependent on the number of private motorists that would otherwise choose to travel in the left lane. Left turning motorists are always able to use the lane for up to 50 m before and after their turn, so these motorists will affect travel times, but a bus lane restriction will limit the number in the left lane to only those turning.

95. With initial peak hour bus numbers of around 30/hr it could be imagined that without a bus lane motorists would chance not being encumbered by a stopped bus, but as bus numbers increase towards 60/hr there would be fewer motorists prepared to use the lane at peak times as they would undoubtedly end up behind a bus stopped at one of the five stops along the corridor in the direction they are travelling.

96. In comparing other bus corridors in Wellington, in the table below we can see that the proposed initial 30 buses/hr in each peak is consistent with our existing bus lanes.

	Am peak (inbound)		**Interpeak (12-12:59)**		**Pm peak (outbound)**	
	7-7:59	**8-8:59**	**Inbound**	**Outbound**	**4-4:59**	**5-5:59**
Glenmore Street	16	24	8	8	17	20
Kaiwharawhara Road	6	8	2	2	5	7
Thorndon Quay	27	32	16	16	29	35
Riddiford Street	21	33	22	21	22	25
Willis Street (southern section)	14	15	9	N/A	N/A	N/A
Cambridge/Kent Terrace (Sth of Elizabeth Street)	16	22	14	14	17	20

Bus lane current or resoluted

Clearway

97. Bus lanes can be used by buses, emergency vehicles, bicycles and motorcycles/scooters. All other vehicles can use these lanes briefly (up to 50 metres) to cross through to another lane or turn into another street or driveway.

98. Industry best practice for bus lanes points towards frequent use to make them viable, if use is very low it would increase instances of non-compliance (private vehicles encroaching on the lane) which can negatively impact public perception. There also needs to be consideration given to the potential correlation of bus frequency and instances of risky j-walking behaviour because of pedestrian severance across the corridor.

99. While bus lanes will support the efficiency of bus travel in the southbound direction, northbound is more problematic due to the number of side streets present, particularly between Te Ngākau and Whitmore Street. These create side-friction from turning vehicles, impact intersection performance and will limit the ability for bus lane enforcement.

100. A bus lane enforcement system, including monitoring cameras, may be required to support introduction of a bus lane along the corridor to ensure compliance.

101. The exact times in which the bus lanes would operate is still to be finalised but may include anything between the hours of 6.30am and 10 am and between 3pm and 7pm. The final decision will be decided by Wellington City Council through approval of a traffic resolution.

102. In the northbound direction it is proposed to restrict the kerbside lane on Wakefield Street adjacent to its intersection with Blair Street through to the intersection of Customhouse Quay and Ballance Street.

103. Southbound it is proposed that the bus lane would commence south of Whitmore Street and stop at the intersection of Cable Street and Tory Street at which point southbound buses will need to begin to move towards Cable Street centre lane.

104. To assist buses moving from the bus lane to the centre lane the use of a 'bus jump' or 'B'-Phase (bus only) is proposed at the Tory Street traffic signals as a way of assisting buses to move from the left lane to the middle lane, as is currently done at the southern end of Kent Terrace for buses that need to move into the Newtown bound lane.

Benefits

105. The table below outlines the current situation and expected future situation and benefits for several key service areas with the introduction of Harbour Quays.

Information	Optimum	Current	Future	Comment
Buses per single lane	50-80 per hour	<u>AM Peak Golden Mile (actual July 2025)</u> • Northbound - 99 per hour • Southbound – 79 per hour • Brandon SB – 15 per hour <u>PM Peak Golden Mile (actual July 2025)</u> • Northbound – 88 per hour • Southbound – 93 per hour • Brandon NB– 15 per hour	<u>AM Peak Golden Mile (projected 2034)</u> • Northbound - 134 per hour • Southbound including Brandon – 126 per hour <u>PM Peak Golden Mile (projected 2034)</u> • Northbound including Brand St – 137 per hour • Southbound – 128 per hour	The number of buses per single lane during peak hours **already exceeds optimal levels (2024).** By 2034 if all buses remain on the Golden Mile buses per single lane during peak hours **will be more than double the midpoint of optimum (50-80) levels**

Operational speed (speed including dwell time)	Typical 'minimum acceptable speed' in a busy city centre is 14km/h	Current operational speed on the Golden Mile – 15 min to travel 2km = 8km/h	Golden Mile <u>without</u> Harbour Quays • From 2032 (when buses would reach the "saturation point of 130 buses), bus speeds at the morning peak are expected to average 3-6 km/h (i.e. speed will have reduced from 8km/h to 3-6km/h). Golden Mile <u>with</u> Harbour Quays from 2032 (when buses would reach the "saturation point of 130 buses) • Northbound AM peak ~11km/h • Southbound AM peak ~10km/h	Increase in passengers (and buses) leads to increase in dwell time which reduces speed. Moving buses to Harbour Quays, improved dwell times and bus travel time result in: <u>Golden Mile</u> – travel being **0-1 minute** quicker with the Harbour Quays <u>Harbour Quays</u> – time savings of **2-6 minutes** for the same buses now travelling on Harbour Quays
Dwell time in peak	30 seconds at a bus stop is optimum for boarding and alighting	Average dwell time on GM - 40 seconds Certain bus stops experience dwell times of more than 50 or 60 seconds	Harbour Quays – 24 seconds Golden Mile – 40 seconds	Dwell times over 50 second start to create a significant and highly inefficient "concertina effect"

106. In addition to the areas identified in the table above, bus time variability at peak times is an issue. Current standards provide for a bus to be no more than 1 minute early and 5 minutes late. Currently buses running on the Golden Mile have a >30% running time variability and some trips can vary by up to 10 minutes (+/- 5 minutes).

107. The benefits identified in the draft business case will go towards Wellington achieving its Long-Term Plan benefits of transforming our transport system to move more people with fewer vehicles.

108. The project benefits will be realised on the Golden Mile as buses are moved away from the corridor at peak times this will free up road space. Those buses that remain will be able to offer improved reliability and an improved travel time.

109. With the reduction in the number of buses on the Golden Mile we will also see benefits to pedestrians as they won't be contending with busy bus boarding and alighting areas and won't be walking adjacent to long queues of buses as they do now and predicted to be significantly worse if we do nothing.

110. Providing a second public transport corridor will also provide an opportunity to activate a part of the city that is currently dominated by passing motorists, providing bus stops will bring pedestrians to the area and over time we would expect to see businesses developing around these stops. The activation at the stop locations will also translate to the wider areas as people make their way to and from their destinations.

111. There are also operational benefits to providing a second public transport corridor to the Golden Mile. At times when buses need to be diverted the users will have proper infrastructure for waiting, such as lighting, shelter and real time information, the stop locations will be able to be easily identified. Currently detoured buses use ad hoc stop locations without the necessary infrastructure.

112. The project benefits have been monetised using NZTA business case methodologies although it is not expected to attract any NZTA co-investment.

113. The economic case recommends that the project adopt a BCR of 2.9 which includes the impact of bus lanes. While this is high it is also conservative as it assumes no mode shift or any investment in the SH1 Wellington Improvements project through Te Aro. The project team have undertaken sensitivity test of these factors as if they were considered. See table below

114. Table: Mode Shift Sensitivity Test

	Construction Cost	**Headline BCR**	**BCR applying 5% mode shift assumption**
10 year project life (Current cost) at 2% discount Rate	$6.8M	2.9	13.6

115. A mode shift analysis assumes transfer of mode from private motor vehicle to public transport with associated decrease in on-road congestion. A conservative base rate of 3-4% was assumed within the regional modelling undertaken by the SH1 Wellington Improvements project.

116. We should expect that as a mitigation to construction of the SH1 investment that bus use will increase by at least this amount. For the purposes of sensitivity tests, the Harbour Quays project has assumed a 5% mode shift.

Traffic Impact

117. The traffic impact for the future state of 'doing nothing' is significant. While the business case and this paper talks to the degradation of the level of service to bus users of not implementing Harbour Quays, the impact on traffic because of the increase in buses using the Golden Mile (without Harbour Quays) would be felt on all the intersecting roads including Cambridge Terrace, Taranaki, Willis and Bowen streets. This impact will be felt across the network. This is due to firstly buses being backed up on the Golden Mile corridor and then buses being backed up in side streets, impacting cars and other road traffic as well.

118. The establishment of the Harbour Quays public transport corridor in our current state will have an impact on the general traffic that currently uses the route. The creation of in lane bus stops and peak hour bus lanes south bound at Bell Gully, Queens Wharf, Frank Kitts Park, Te Papa and northbound at Harris Street and Post Office Square will significantly reduce the carrying capacity of the kerbside lane. Fortunately, there are two additional lanes in each direction to carry general through traffic, while the left lane will continue to be available to be used for left turning vehicles.

119. It is proposed at peak times to prioritise buses in the left lane for most of the corridor's length. But noting that left turners will still be able to use the left lane prior to their turn.

120. The economic case includes the results of modelling to calculate both the benefits and disbenefits of the project. In removing general traffic capacity from Harbour Quays, the traffic model has reassigned many trips to the state highway network.

121. The business case suggests that without mode shift or the Waka Kōtahi NZTA SH1 Wellington Improvements, the following general traffic impacts are anticipated:

    - The reallocation of road space for buses will result in increased congestion and longer travel times for general traffic, resulting in economic disbenefits for general traffic in both the 2022 base and 2033 future model year.
    - There will be some benefits to general traffic because of reduced queueing from buses impacting the wider road network.
    - Reallocated traffic from Harbour Quays is assumed to primarily use the SH1 corridor, resulting in increased traffic and associated disbenefit on this corridor.

122. Sensitivity testing shows that even a modest 3–4% shift from private vehicles to public transport and active modes can significantly reduce network-wide traffic impacts. When combined with the capacity enhancements proposed in the SH1 Wellington Improvements project, long-term effects on general traffic volumes along Harbour Quays are expected to be minimal

123. The proposed capacity improvements from NZTA's pending SH1 Wellington Improvements project are not fully understood and have some way to go before being consented and constructed so it may be appropriate to disregard this factor at this time, however mode shift towards public transport and active modes should be part of the base case as we know this is an internationally accepted change factor when conducting network interventions of this scale.

124. Other traffic impacts include the closure of Ballance Street at Customhouse Quay for through traffic, this effectively creates a cul-de-sac off Featherston Street. Given that this was the case during construction of 1 Whitmore Street (BNZ HQ) we do not expect this to have significant impact, but it will be explored further through stakeholder and community consultation.

Walking and Cycling Impact

125. Cycling on road along the corridor will potentially be better at peak times in the parts that are restricted as a bus lane, as bikes are permitted to use the bus lanes, but this will be offset by the impact of stopped buses.

126. Whitmore Street and Kent and Cambridge Terraces are all serviced with separated bike lanes.

127. Wellington City Council is currently in the planning phase of the cross-city bike connections project that is investigating an alternative route to the waterfront promenade for commuter's and faster cyclists on the route between the southern end of the new Thorndon Quay bike lanes and Waitangi Park to connect to the Oriental Pde and Kent/Cambridge routes. As part of the planning for the Harbour Quays project consideration was given to how both projects could be integrated within the existing carriageway. It was felt that within the project budgets for each project there was not a viable option to take forward that didn't have a significant impact on either general traffic or reduce the benefits to buses.

128. While there are no explicit changes to the pedestrian environment as part of this project, there will be impact on pedestrians.

129. At peak times the western footpath of Customhouse and Jervois quays is busy with pedestrians to and from the railway station. These people will be required to pass through the boarding and alighting areas of three new bus stops. This is off set by the corresponding reduction in the use of the bus stops along the Golden Mile.

130. Some existing bus users may need to walk further while others may have a shorter walk. The service design however means that almost all destinations will still be able to be reached from bus stops along the Golden Mile when peak hour and express services are located on the Harbour Quays corridor.

131. Walking between the Golden Mile and Harbour Quays generally has safe signalised crossings to do so, and crossing the quays themselves has recently been further improved with additional crossing installed as part of the pedestrian improvement programme. The timings at these signals will need to cater for the increase in demand but needs to balance the function of the road. Introduction of bus lanes and stops should not negatively impact pedestrian crossing timings along the corridor.

132. Each of the proposed stops has good accessibility, shelter and lighting. Improvements to the network to walk to and from the stops was out of scope for the Harbour Quays project but it has been identified that lighting, shade and shelter could be improved to provide better access to and along the corridor.

133. As assessment of the wider pedestrian network will be made and interventions prioritised and addressed through either minor works budgets or bids through future LTPs.

Parking Impact

134. There will be no carparks removed as part of the bus lane operation. Carparks will only have to be removed to accommodate bus stops.

135. All carparks on Cable Street will remain, the carparks on the south side of Wakefield Street between Cambridge Terrace and Tory Street will remain and the carparks adjacent to Sheds 11 and 13 on Customhouse Quay will remain.

136. In total it is proposed to remove up to 34 parking spaces. The project team will finalise the extent of parking changes and any proposed mitigation prior to commencing formal engagement/consultation on the traffic resolution. This will require early stakeholder conversations to understand what mitigation if any can be provided. The car parks proposed to be removed are:

    - On Kent Terrace it is proposed to remove eight part time carparks that also function as a school bus stop 2pm-3.15pm Mon-Fri. it is also proposed to remove the taxi stand. The motorcycle park that is being shortened as part of the new Golden Mile crossing will remain.
    - On Cambridge Terrace the loading zone outside the Hannah Playhouse will remain. The eight carparks between the loading zone and the intersection of Wakefield Street are proposed to be removed including the four part time car parks that share the restriction with a part time tour bus stop 7-9am and 3-8pm, Mon-Sun.
    - On Wakefield Street the 10 part time carparks between Tory Street and the entrance to the signalised pedestrian crossing to Tākina will be required to be removed. These carparks are currently subject to a 7-9am clearway restriction.
    - On Customhouse Quay it is proposed to install the northbound bus stop along the full length of the block between Waring Taylor Street and Ballance Street, this block currently has eight carparks all of which are two hour metered parks and will be removed.

137. However, there is also the possibly of both a reduction of a further two car parks and/or the addition of 12 car parks that are currently restricted parking. Work on this is less advanced so these are presented as a possibility only at present and therefore not included in the financial impact section of this report. Information on these will be included in the traffic resolution. These include:

    - To accommodate the bus stop at Ballance Street it is also proposed to close the entry to Ballance Street from Customhouse Quay. This will require the creation of a turning area (that is funded through the project cost) at the closed end of Ballance Street and may result in the loss of two parking spaces.
    - On the southern side of Wakefield Street between Blair Street and Tory Street are 12 metered carparks and a two-space loading zone that are all restricted with a 7am to 9am clearway. This clearway has been in place for many years and improves the efficiency of the left lane by removing the side friction created by parked cars. Given that at peak times it is proposed that this left lane be restricted as a bus lane it may be possible to remove this clearway and return the parking to 24/7. This will be put forward to be reviewed as part of the required safety audit and provided it is safe to do so it will be included in the traffic resolution consultation.

138. While a three-bus bay length is required at peak times there may be an opportunity to use the third bay for other parking at nonpeak times. While the project team will need to confirm that it is safe to do so, it is believed that the stops on Kent Terrace, Cambridge Terrace, Wakefield Street and Customhouse Quay at Ballance Street could all accommodate part time parking at the back of the stop as the stop is out of the lane. This could be used for loading, tour coaches, taxi/uber or other purposes and will be offered as part of the stakeholder conversations to be held prior to the formal consultation.

Approval to Consult

139. Through this paper officers are seeking approval to commence the consultation phase of the joint Wellington City Council/Greater Wellington Regional Council Harbour Quays public transport corridor project.

140. At the conclusion of the consultation phase elected members of both Councils will be asked to endorse the business case and approve the project proceeding into detailed design and construction.

141. The consultation will focus on the proposition to create the second public transport corridor along the Harbour Quays and the benefits of doing so including any identified perceived disbenefits to provide an opportunity for the community to provide feedback.

142. During consultation the draft business case will be available as supporting information, rather than a document that we are seeking approval of from the community. Feedback received, where appropriate, may be integrated and require an update to the business case before being presented for endorsement.

143. Papers will be brought back in 2026 for the following decisions:

- Endorsement of the final business case
- Approval of Bus Stop location and lengths (To be confirmed through Traffic Resolution approval)
- Approval of Bus Lane restriction, time of operation and length of route restricted (To be confirmed through Traffic Resolution approval)
- Approval of parking changes, location, time of operation, restriction type, to facilitate the introduction of the Harbour Quays public transport corridor.

144. The following decisions are either not in scope of this project or require decisions by Greater Wellington Regional Council. However, officers will work with Councillors to provide feedback to GWRC on all the below points and any other matters deemed appropriate by Council.

- Bus Shelter design (Responsibility of Metlink)
- Service design (which routes being served along the corridor) (Responsibility of Metlink)
- Additional bus stops (Responsibility of Metlink)
- Amenity, planting, lighting to the wider area (funding does not permit anything beyond the minimum necessary to establish bus stops on a new corridor)

Kōwhiringa | Options

145. The Committee has an option to not proceed with the Harbour Quays public transport corridor project at all and accept the status quo, noting the impact this will have on traffic volumes on the Golden Mile and the rest of the central city network and that this is inconsistent with the current investment in the Golden Mile.

146. The Committee has an option to not proceed with the Harbour Quays public transport corridor projects currently and ask that the incoming council make the decision in early 2026. This will have an impact on timing as the current timeline allows for consultation in November 2025 and approval in February 2026 with construction beginning mid-2026 and completed and operating by the end of 2026. Delaying this decision will push back all milestones six months or more and result in the corridor not being ready at the optimum time i.e. beginning of summer.

147. The Committee has an option to amend or reject the Harbour Quays investment objectives or select a different transport corridor option as the preferred option. Either of these will require further work to be done to either develop new objectives, develop and reassess the options for the revised objectives or design the alternative route before consultation can be carried out. As with the option to defer to the next triennium, this will have an impact on timing as consultation will not be able to take place in November 2025.

148. The Committee has an option to agree to proceed with the full set of recommendations in this paper and agree the Harbour Quays investment objectives and preferred public transport corridor option, agreeing to proceed to consult on Harbour Quays including on a proposed traffic resolution.

149. If the Committee are of a mind that the proposed project doesn't go far enough and wish to increase the scope and corresponding budget, we would need to assess the quantum of change and whether we could amend plans of the proposed consultation and then bring back an amended business case for approval after consultation. If the proposed changes were significant, we may need to pause consultation and prepare amended plans, traffic resolutions before presenting this to the new Council in the new year for approval to consult. This would also have the effect of pushing back all milestones by at least six months

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

150. The strategic case sets out how this project sits within both the regions and cities strategies.

151. The background section to this paper sets out the alignment.

Engagement and Consultation

152. Due to the scale of change and the area's importance in both place and as a key city connection, the project is expected to attract significant public interest. As a result, it has been classified as a significant project, which is reflected in the proposed approach to stakeholder and community engagement.

153. There has been mention in both the Wellington City Council 2024 Long Term Plan and the amended Wellington City Council 2024 LTP consultation documents, but there was little detail about the project to support this.

154. The Greater Wellington Regional Council Long Term Plan refers to the need to provide for reliable bus journeys and progressing towards a future busway solution along the regionally significant eastern and southern corridors. There were no specific options discussed.

155. Metlink have undertaken a series of customer focus groups to gain an understanding of acceptability to the Harbour Quays corridor, the insights gained have helped inform bus stop locations and the service design.

156. A communications and engagement plan has been developed between the project partners of Wellington City Council and Greater Wellington/Metlink for this project. The plan outlines that GWRC will take the lead on communications relating the need for the changes, and WCC will lead on the impact of the change. Both parties will connect interested and impacted community members with the project before, during and following the consultation period.

157. Before consultation we will be engaging with key stakeholders and interested groups. We will be sharing information about the project including the process of developing designs and key project milestones (subject to approvals). This targeted stakeholder engagement is to understand local expertise and experience of the area and understand initial perceived trade-offs of the proposal. The wider public will have an opportunity to share this feedback during the consultation period.

158. Consultation will occur throughout November 2025 for four weeks. During this time, we will have joint Metlink/Wellington City Council drop-in sessions for interested parties to come with questions. Newly elected members will also be engaged and briefed as soon as practical. Both councils' websites will have up-to-date information with the designs available to view. We will have an email address for the public to contact the project team with questions. Metlink and Wellington City Council will work together to answer queries about the street changes and bus service changes.

159. Once consultation has closed, all submissions will be made available to councillors, including oral submissions. We will also synthesise the feedback and present it back to the relevant council Committee/s.

160. The consultation and engagement approach will align with the principles under s82 the Local Government Act and Wellington City Councils Significance and Engagement Policy.

161. The draft business case is based on concept designs. A more recent developed design drawing set has been prepared (appended) that will be used to support the engagement.

Māori Impact Statement

162. Discussions to date with our Takai Here partners have been limited but will elevate once the TR process commences. Due to the limited scope of the project, opportunities for cultural interpretation are few but will be explored though the detail design phase of the project.

Financial implications

163. Funding was approved through Wellington City Councils Long Term Plan Amendment process, for the 2024-34 Long Term Plan, and became effective on 1 July 2025. Funding approved was $10 million of CAPEX and $0.5 million of OPEX. The project is to receive co-funding from Greater Wellington Regional Council at 50%, which was approved in Greater Wellington Regional Councils Long Term Plan 2024-34.

164. No funding under the National Land Transport Programme is expected, as the current NZTA position is that funding is possible but would only be available to undertake this business case in year three of the programme, with no retrospective funding available.

165. The revenue impact due to the loss an estimated 30-40 street level carparks, has an estimated revenue loss of $160,000 - $200,000. The parking management plan, including mitigations and potential part time use of the stops is still being developed. The impact and these figures will be updated following consultation and brought back to council as part of subsequent decisions.

Legal considerations

166. Wellington City Council's Traffic and Parking Bylaw 2021 provides for the Council to impose restrictions on the use of its roads by way of a Traffic Resolution. Under the Bylaw, a Traffic Resolution must be published on Council's website for at least 14 days before it is considered and Council is required to consider any comments made on the proposed Traffic Resolution.

167. There is no legislative requirement to consult on the draft business case. However, if Council chooses to consult, the consultation principles in section 82 of the Local Government Act apply.

Risks and mitigations

168. The project team has identified several projects risks and has an appropriately managed risk register that is the responsibility of the joint steering group.

169. The identified project risks fall within the reputational, resourcing and budget areas.

170. For this paper that is seeking approval to consult, two strategic risks are identified these relate to partnerships & relationships and priority investment programmes & projects.

171. If either Council defer approval this will at a minimum directly affect timelines and create delay.

172. To mitigate not getting approval at this time, the project team has regularly kept Councillors of both Councils briefed at each stage of development so that the paper doesn’t bring any surprises and provides a comprehensive report that covers all aspects of the proposal.

Disability and accessibility impact

173. An accessibility audit was undertaken for all the proposed bus stops. CCS have also reviewed and approved input into the location and design of the bus stops.

Climate Change impact and considerations

174. If an additional public transport corridor is dedicated, buses are likely to be more reliable and travel faster; this will encourage more people to use public transport

instead of driving cars. As a result of this mode shift, fewer vehicles will be on the road, which will reduce emissions and traffic congestion. In this regard, the proposed investment is in line with Te Atakura First to Zero 2019 Strategy.

175. The economic case however has reported that without mode shift or the capacity improvements from NZTA's pending SH1 Wellington Improvements project there will be an overall disbenefit in Co2.

176. CO2 savings are calculated as 4% of total VOC savings for both general traffic and public transport.

177. Increased congestion for general traffic results in a slight increase in Co2 emissions

178. This excludes any reduction in Co2 emissions because of mode shift from private motor vehicle to public transport.

Communications Plan

179. A communications and engagement plan has been developed between the project partners of Wellington City Council and Greater Wellington/Metlink for this project.

180. At the time this paper was made public, information on the project's website will be updated to reflect information now available.

181. A joint media release went out in late June 2025 when Councillors were briefed about the project ahead of this meeting https://wellington.govt.nz/news-and-events/news-and-information/our-wellington/2025/06/harbour-quays-spine. If Harbour Quays is approved, another media release will go out in October/November 2025 to coincide with consultation starting.

Health and Safety Impact considered

182. This report relates to the proposal to consult therefore we have assessed the impact of consultation rather than the implementation of the corridor; this will be assessed as part of the paper brought back for approval.

183. During public consultation the risk of personal confrontation is not uncommon and possible. Both councils take this risk to staff and community seriously and we have addressed this as part of our engagement approach.

Ngā mahinga e whai ake nei | Next actions

184. This paper, the proposal to consult is being considered by Wellington City Councils Social, Cultural and Economic Committee at its meeting on 4 September 2025 and the Greater Wellington Regional Councils Transport Committee on 18 September 2025.

185. If approved, we expect to finalise conversations with directly affected stakeholders to understand what if any mitigations we can provide to address concerns at each of the impacted bus stops. Amended plans will be prepared along with the necessary traffic resolution schedules.

186. A formal period of four-week consultation is planned for after Labour Weekend at the end of October for most of November 2025.

187. Throughout December 2025 the project team will analyse submissions and consider changes to give effect to issues raised.

188. We expect that the Golden Mile team will begin construction of the proposed Cambridge Terrace and Wakefield Street bus stops in early 2026 as these are required ahead of the Courtenay Place construction to facilitate the temporary north bound bus diversion. These stops will operate under Golden Mile's traffic management plan until the Harbour Quays Traffic Resolution is considered. If the Harbour Quays Traffic Resolution is not approved, the Golden Mile project will reinstate the current state when their diversion is no longer required.

189. The relevant Wellington City Council Committee will hear from submitters that wish to speak to their submission, this is expected to be late January or early February 2026. An opportunity could be provided for Councillors of Greater Wellington Regional Council to sit in on these hearings.

190. Officers will prepare a paper following consultation and oral hearings that supports the finalised business case with recommendations on how to proceed

191. Committees of both Councils will then consider endorsing the business case and giving approval for the project to proceed, this is currently scheduled for February 2026.

192. The appropriate Committee of Wellington City Council will then consider approval to the traffic resolutions to give legal effect to the bus stop and bus lanes.

193. Subject to approval, detailed design will be completed, contractors procured with constructed expected to take place in the second half of 2026

Attachments

Attachment 1.	Harbour Quays Stop Locations and Renders	Page 1752
Attachment 2.	Harbour Quays Concept Bus Lanes	Page 1763
Attachment 3.	Harbour Quays Business Case (DRAFT)	Page 1772
Attachment 4.	Harbour Quays Bus Stop Strategy	Page 2245



Do not scale. Verify dimensions on site before commencing work.

No.	Revision Notes	Date
A	For Internal Comment	08.07.25

Not for Construction

Local Group

North: <
Scale: 1:5,000 @ A3
Issued For: Developed Design

Job Number: 2412-1348
Revision: A

Project: Harbour Quays
Drawing Title: Stop Locations
Drawing No: SITE_EX_02



PROPOSED

Do not scale. Verify dimensions on site before commencing work.

No.	Revision Notes.	Date
C	Developed Design	08.07.2025
B	Developed Design	06.06.2025
A	WIP	28.05.2025

Not For Construction

Local Group

North:

Scale: **n/a**

Issued For: Developed design

Job Number: **2412-1348**

Revision: **C**

Project: **Harbour Quays**

Drawing Title: **S1** (Bell Gully) - Proposed
sheet 1 of 1

Drawing No: **S1 05**



PROPOSED

Do not scale. Verify dimensions on site before commencing work.

D	Developed Design	15.07.2025
C	Developed Design	08.07.2025
B	Developed Design	06.06.2025
A	WIP	28.05.2025

No.	Revision Notes.	Date

Not For Construction

Local Group

North:

Scale: **n/a**

Issued For: Developed design

Job Number: **2412-1348**

Revision: **C**

Project: **Harbour Quays**

Drawing Title: **N1** (Ballance St.) - Proposed
sheet 1 of 1

Drawing No: **N1 05**



PROPOSED

Do not scale. Verify dimensions on site before commencing work.

No.	Revision Notes.	Date
C	Developed Design	08.07.2025
B	Developed Design	06.06.2025
A	WIP	28.05.2025

Not For Construction

Local Group

North:

Scale: **n/a**

Job Number: **2412-1348**

Revision: **C**

Issued For: Developed design

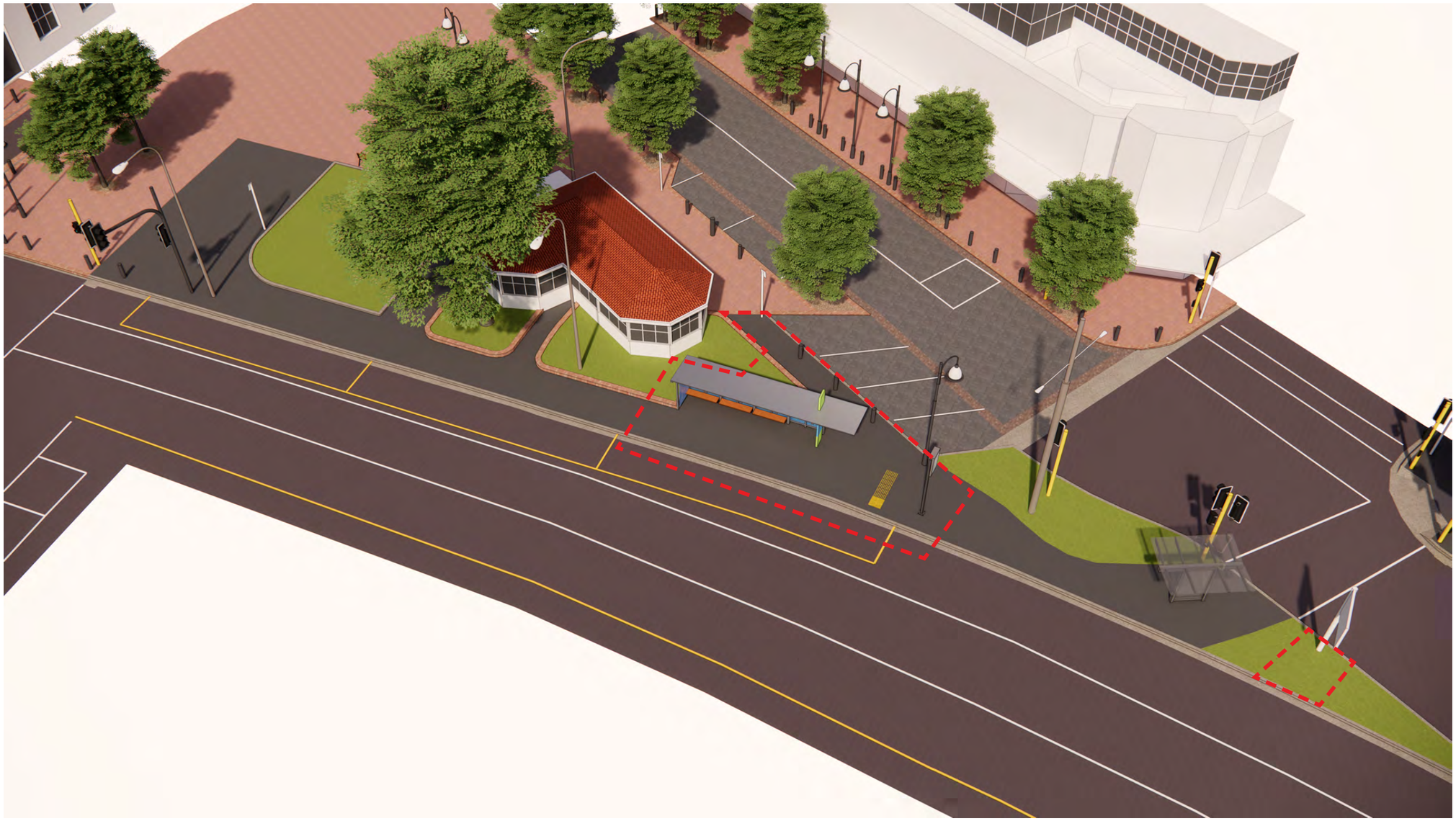
Project: **Harbour Quays**

Drawing Title: **S2** (Queen's Wharf) - Proposed

sheet 1 of 1

Drawing No: **S2 05**

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



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No.	Revision Notes.	Date
C	Developed Design	08.07.2025
B	Developed Design	06.06.2025
A	WIP	28.05.2025

Not For Construction

Local Group

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Job Number: **2412-1348**
Revision: **C**
Issued For: Developed design

Project: **Harbour Quays**
Drawing Title: **N2** (PO Square) - Proposed
sheet 1 of 1
Drawing No: **N2 05**



PROPOSED

Do not scale. Verify dimensions on site before commencing work.

No.	Revision Notes.	Date
C	Developed Design	08.07.2025
B	Developed Design	06.06.2025
A	WIP	28.05.2025

Not For Construction

Local Group

North:

Scale: **n/a**

Job Number: **2412-1348**

Revision: **C**

Issued For: Developed design

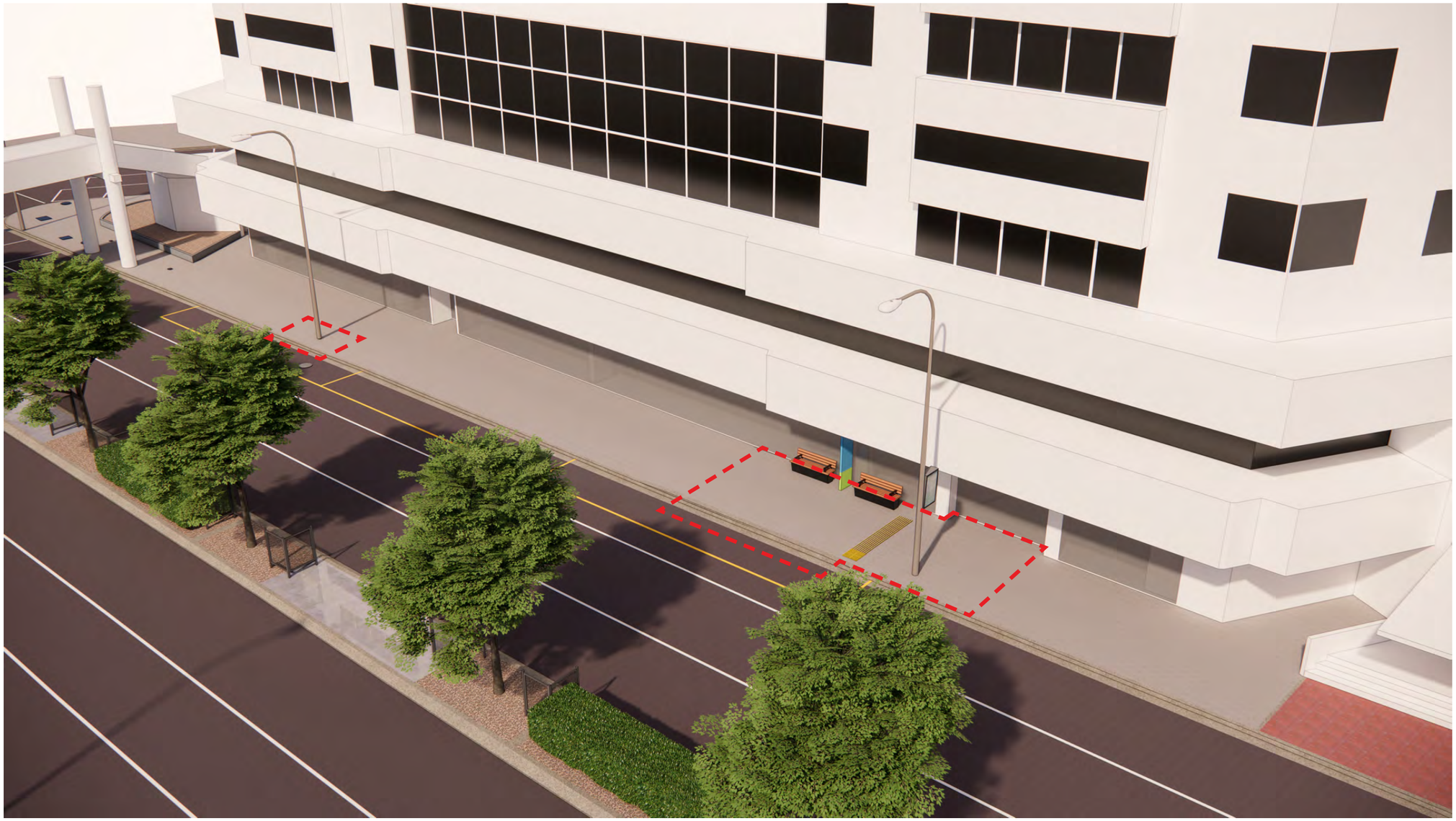
Project: **Harbour Quays**

Drawing Title: **S3** (Frank Kitts Park) - Proposed

sheet 1 of 1

Drawing No: **S3 05**

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



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No.	Revision Notes.	Date
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B	Developed Design	06.06.2025
A	WIP	28.05.2025

Not For Construction

Local Group

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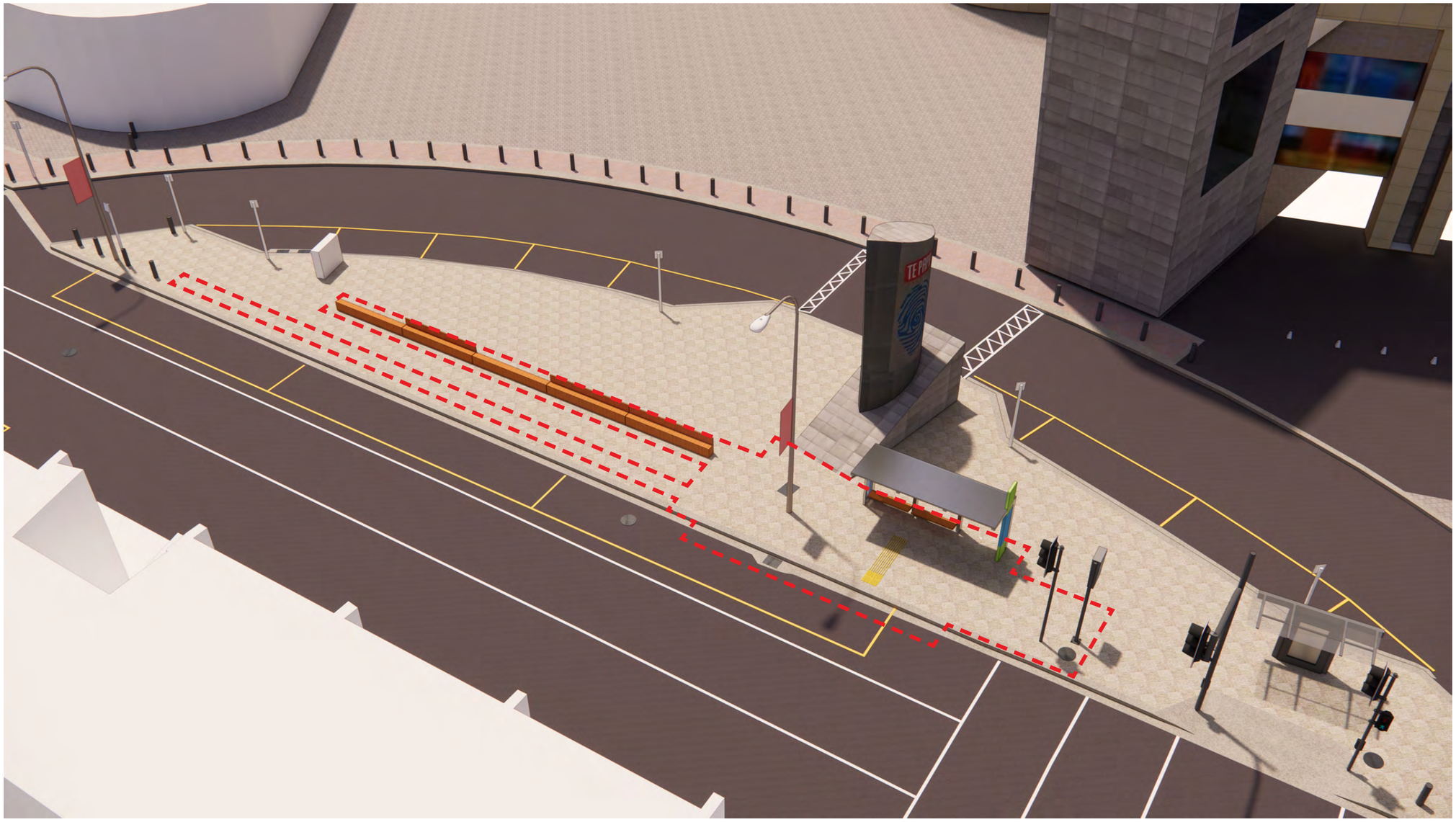
Scale: **n/a**
Issued For: Developed design

Job Number: **2412-1348**
Revision: **C**

Project: **Harbour Quays**
Drawing Title: **N3** (Jervois St. -WCC offices) - Proposed
sheet 1 of 1

Drawing No: **N3 05**



PROPOSED

Do not scale. Verify dimensions on site before commencing work.

No.	Revision Notes	Date
C	Developed Design	08.07.2025
B	Developed Design	06.06.2025
A	WIP	28.05.2025

Not For Construction

Local Group

North:

Scale: **n/a**

Job Number: **2412-1348**

Revision: **C**

Issued For: Developed design

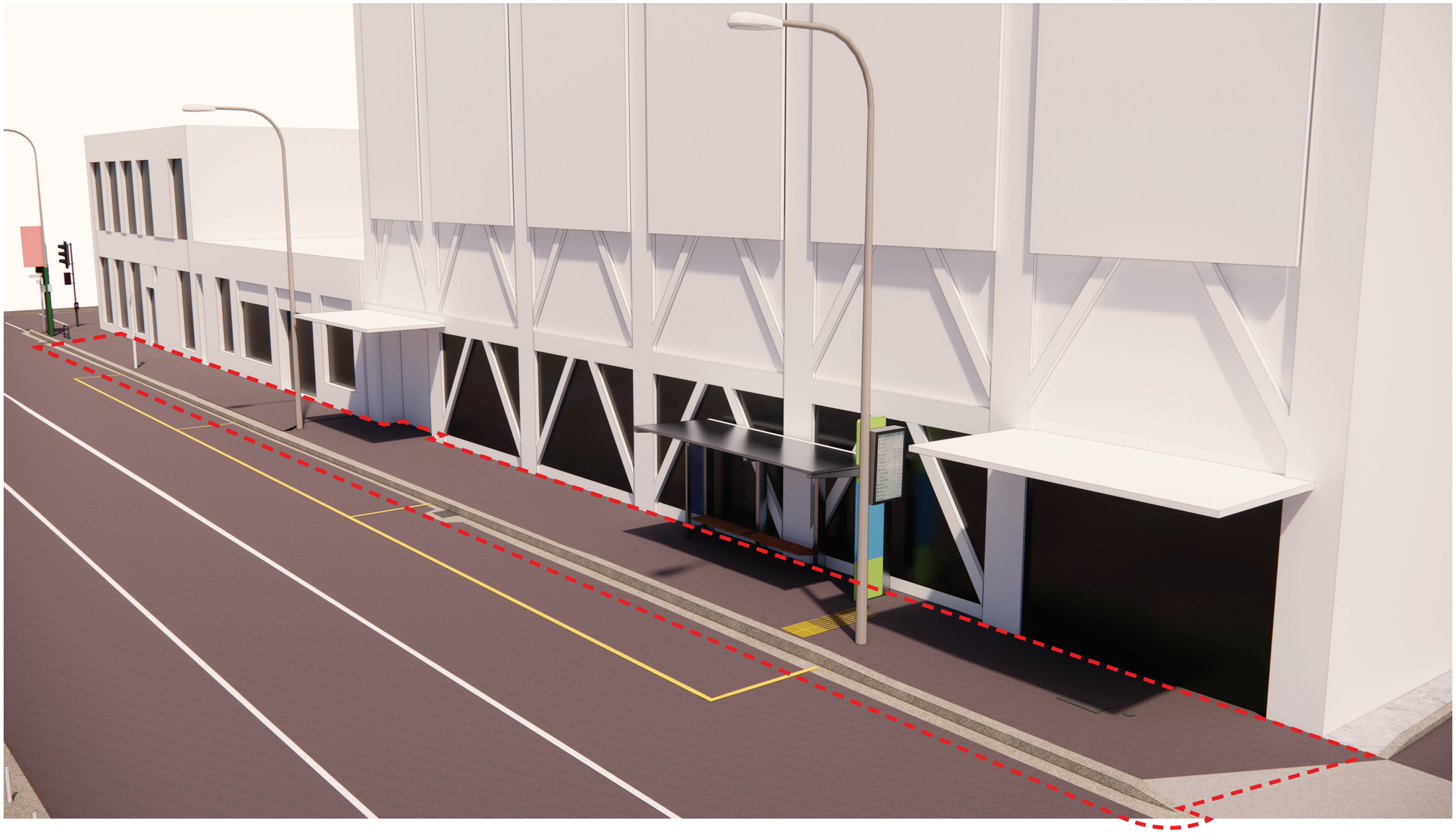
Project: **Harbour Quays**

Drawing Title: **S4** (Cable St - Te Papa) - Proposed

sheet 1 of 1

Drawing No: **S4 05**

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED

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No.	Revision Notes.	Date
C	Developed Design	20.08.2025
B	Developed Design	08.07.2025
A	Developed design	21.05.2025

Not For Construction

Local Group

North:
Scale: **n/a**
Job Number: **2412-1348**
Revision: **C**
Issued For: Developed design

Project: **Harbour Quays**
Drawing Title: **N4 (Wakefield Street) - Proposed**
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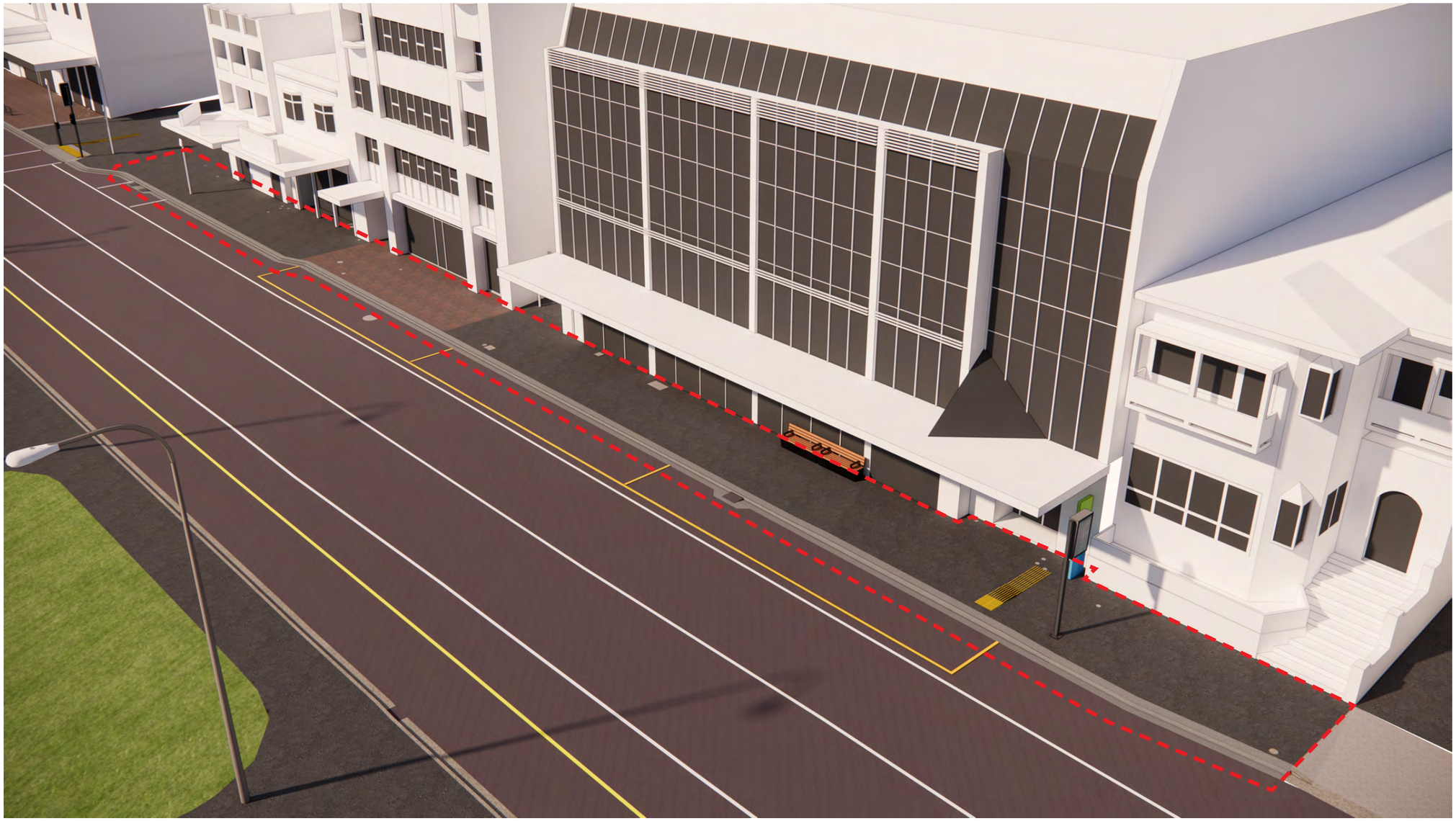

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Do not scale. Verify dimensions on site before commencing work.

No.	Revision Notes.	Date
B	Developed Design	08.07.2025
A	Developed design	21.05.2025

Not For Construction

Local Group

North:

Scale: **n/a**

Job Number: **2412-1348**

Revision: **B**

Issued For: Developed design

Project: **Harbour Quays**

Drawing Title: **S5 (Kent Tce) - Proposed**

Drawing No: **S5 05**



PROPOSED

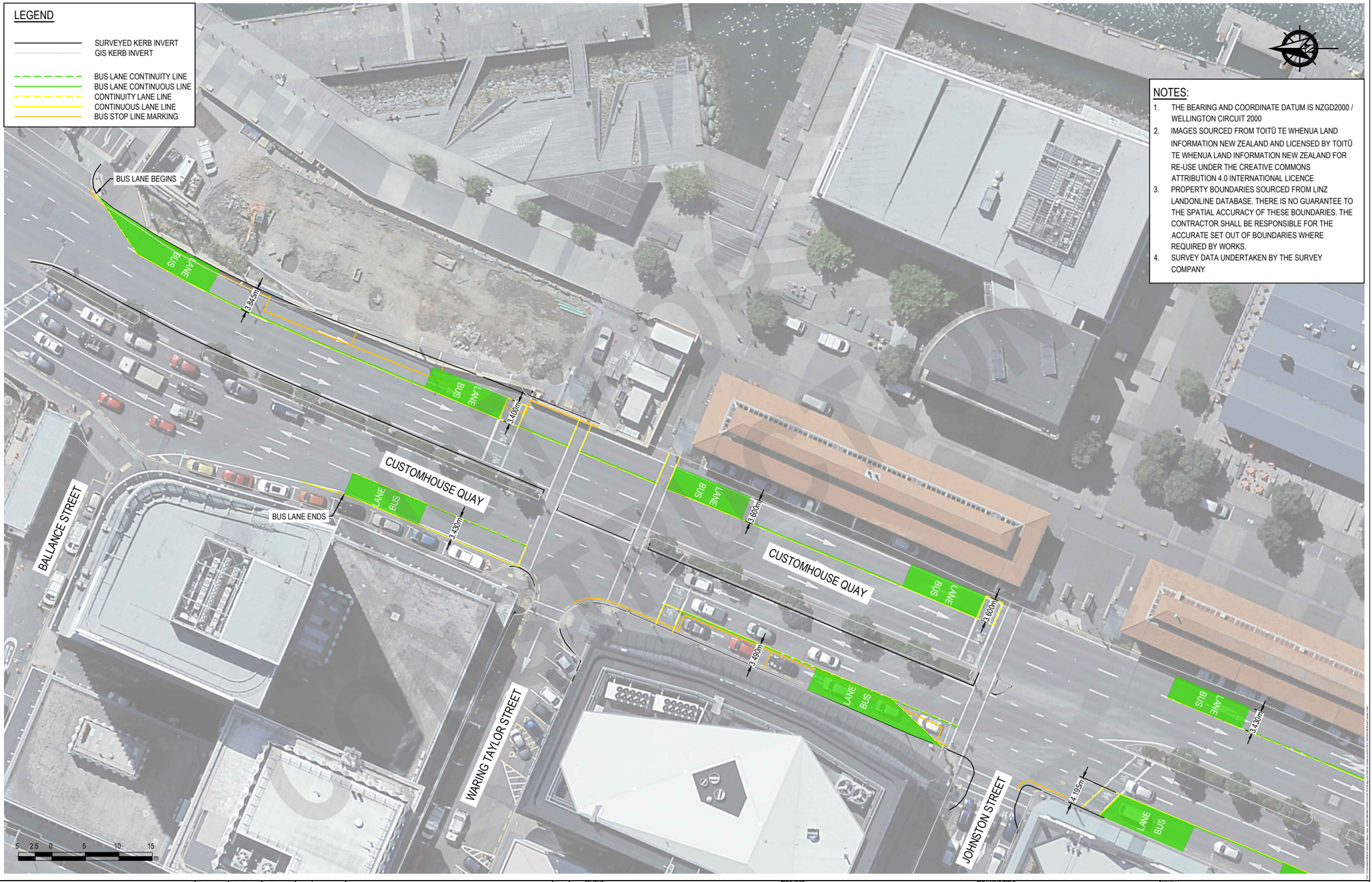
Do not scale. Verify dimensions on site before commencing work.

No.	Revision Notes.	Date
B	Developed Design	08.07.2025
A	Developed design	21.05.2025

Not For Construction

Local Group

North:
Scale: **n/a**
Issued For: Developed design
Job Number: **2412-1348**
Revision: **B**
Project: **Harbour Quays**
Drawing Title: **N5** (Cambridge Tce) - Proposed
Plate No. **N5 05**



Vitruvius

	DRAWN	SIGNED	DATE
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	DESIGNED	SIGNED	DATE
	JMT	JMT	03.07.225
	VERIFIED	SIGNED	DATE
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REV.	DATE	REVISION DETAILS	BY	APP.
P01	03.07.225	FOR INFORMATION	JMT	.

CLIENT: Absolutely Positively Wellington City Council Me Heke Ki Pōneke

PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 1 OF 9

STATUS: FOR INFORMATION NOT FOR CONSTRUCTION

SCALE	SHEET SIZE
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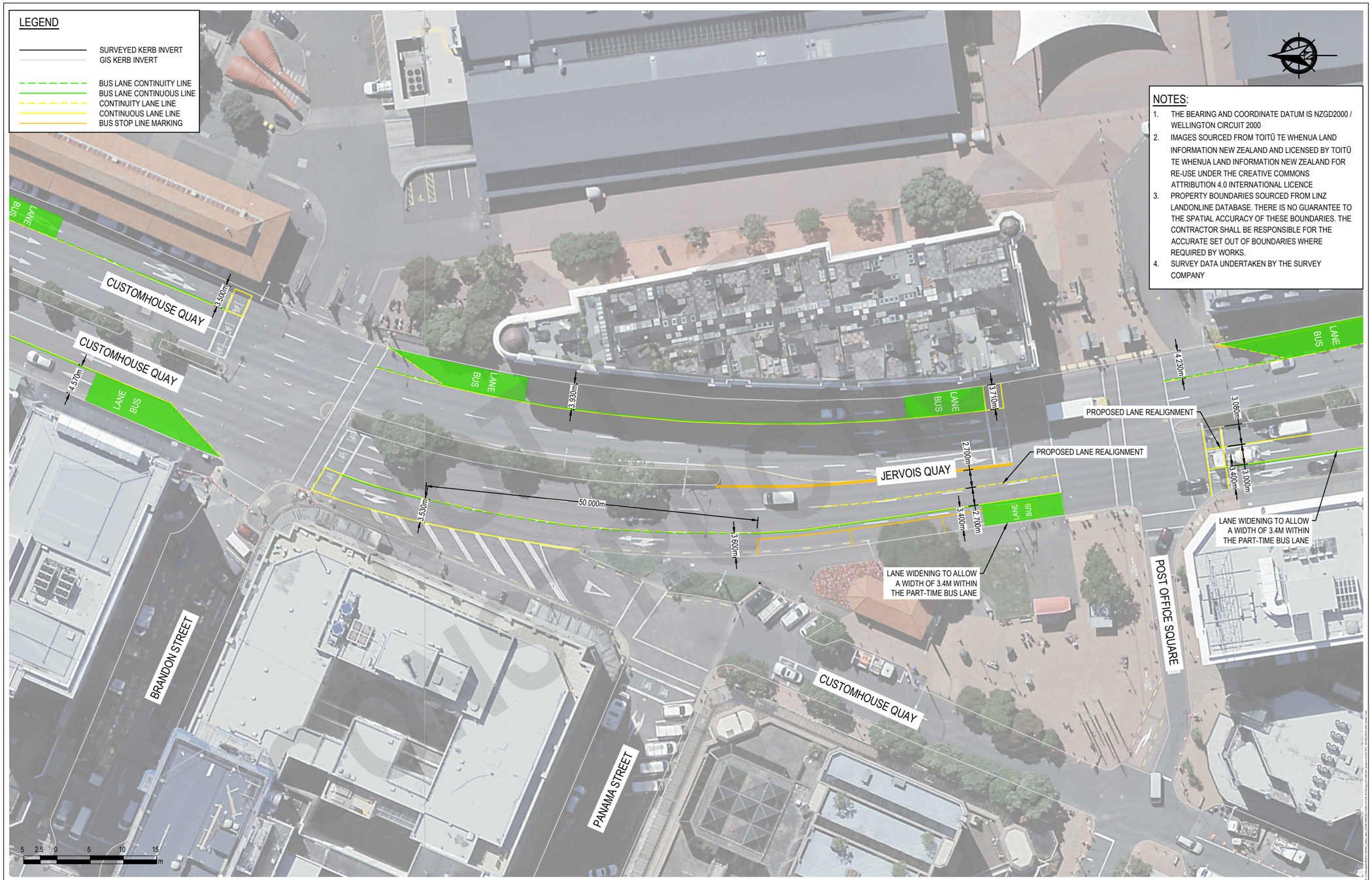

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CLIENT: Absolutely Positively Wellington City Council, Me Heke Ki Pōneke

PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 2 OF 9

STATUS: FOR INFORMATION — NOT FOR CONSTRUCTION

SCALE: 1:500 | SHEET SIZE: A3

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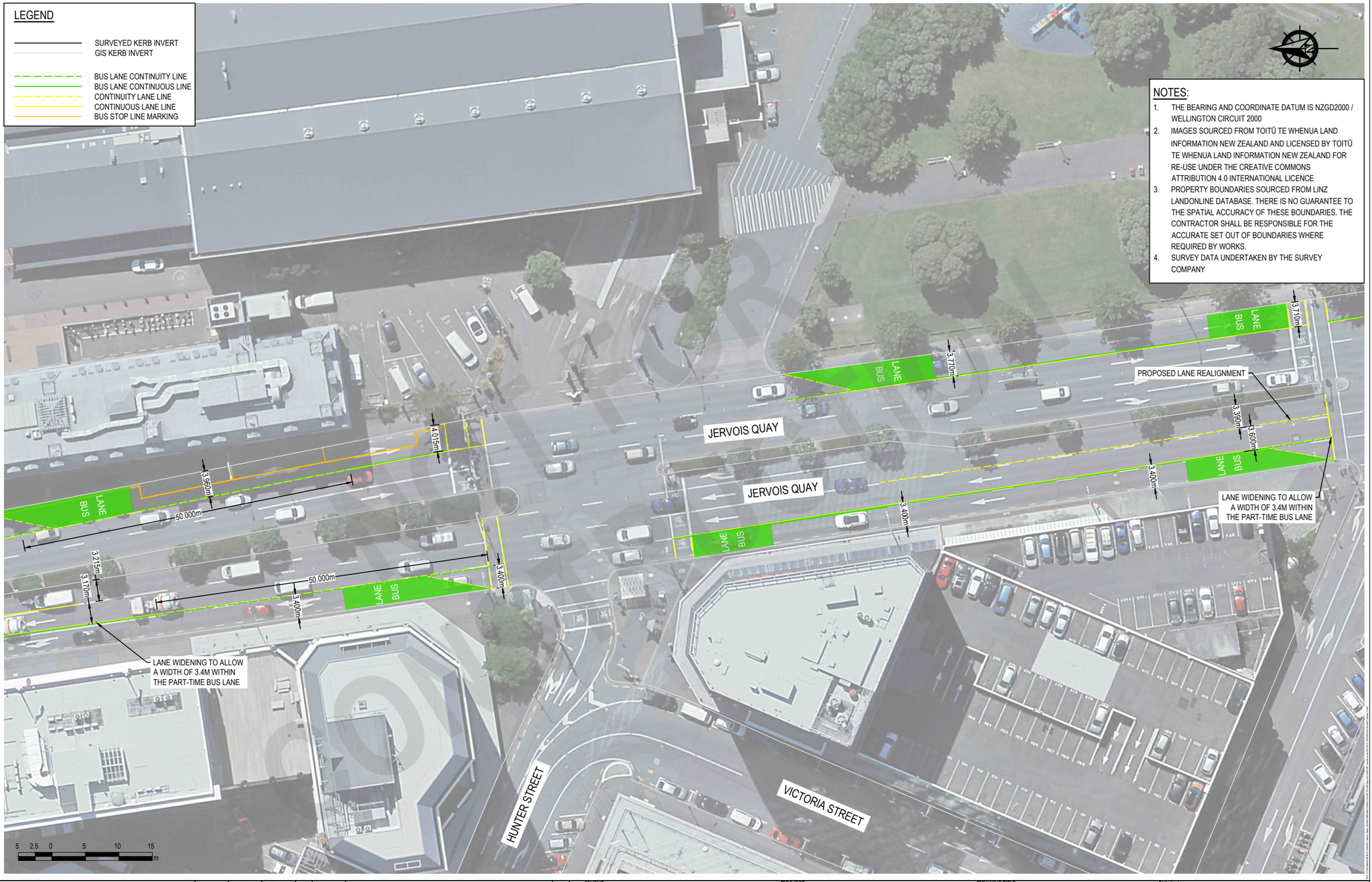

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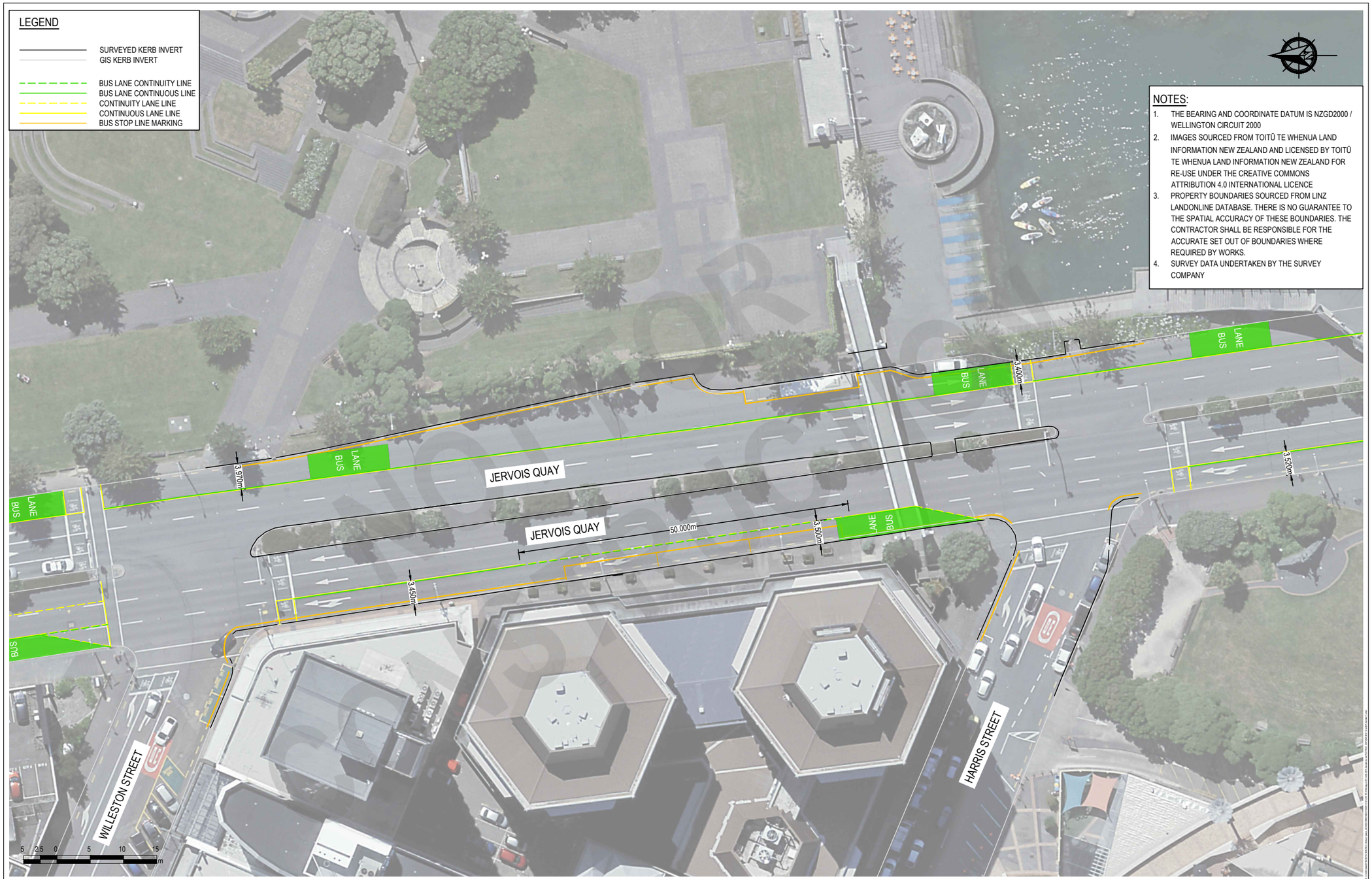

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PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 4 OF 9

STATUS: FOR INFORMATION NOT FOR CONSTRUCTION

SCALE: 1:500 | SHEET SIZE: A3

PROJECT NO.	ORIGIN.	TASK	TYPE	DISC.	SHEET NO.	REV.
V-1639	VIT	01	SK	TR	6104	P01

LEGEND

- SURVEYED KERB INVERT
- GIS KERB INVERT
- BUS LANE CONTINUITY LINE
- BUS LANE CONTINUOUS LINE
- CONTINUITY LANE LINE
- CONTINUOUS LANE LINE
- BUS STOP LINE MARKING

NOTES:

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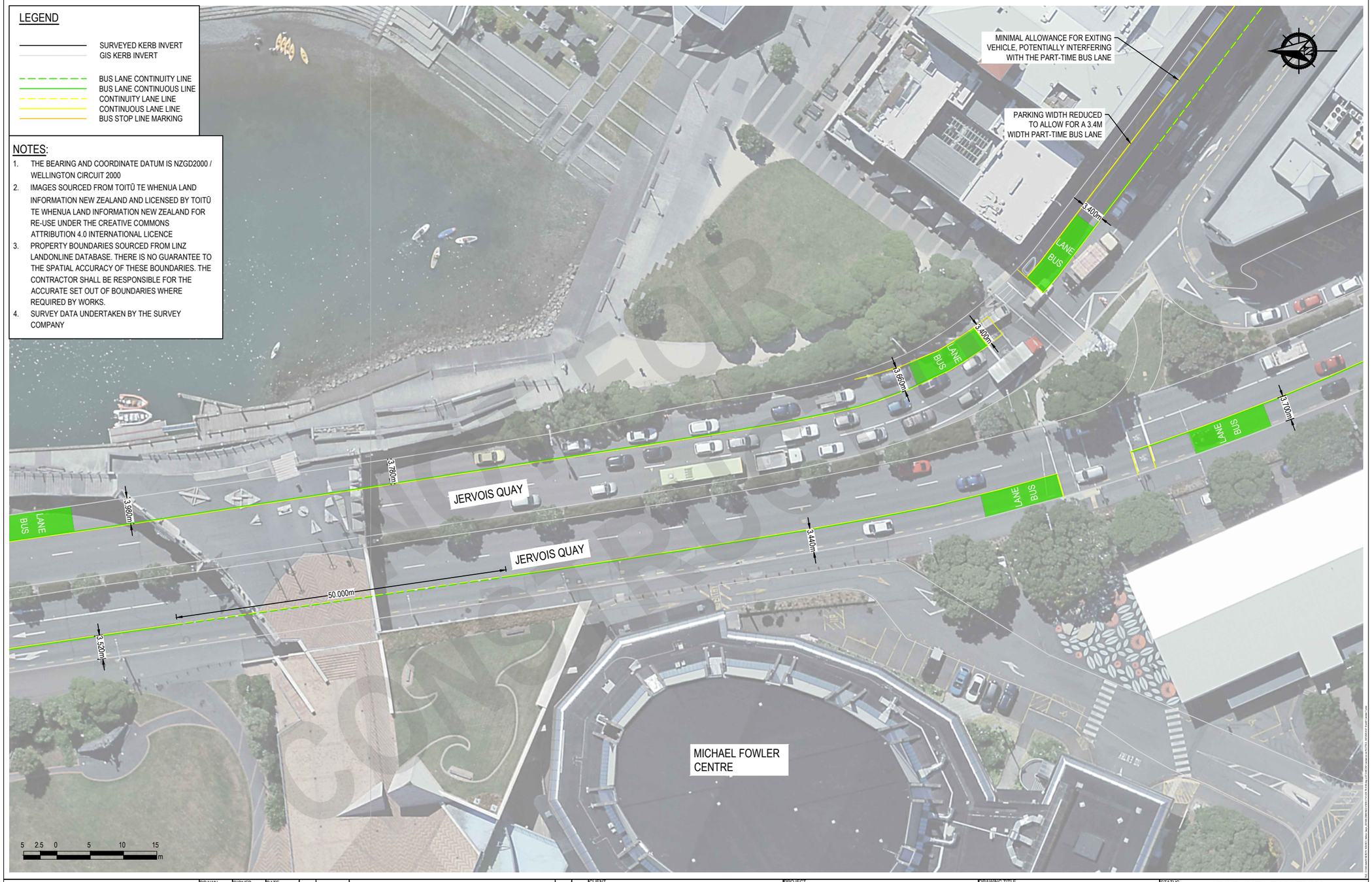

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CLIENT: Absolutely Positively Wellington City Council Me Heke Ki Pōneke

PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 5 OF 9

STATUS: FOR INFORMATION — NOT FOR CONSTRUCTION

SCALE: 1:500 | SHEET SIZE: A3

PROJECT NO.	ORIGIN.	TASK	TYPE	DISC.	SHEET NO.	REV.
V-1639	VIT	01	SK	TR	6105	P01

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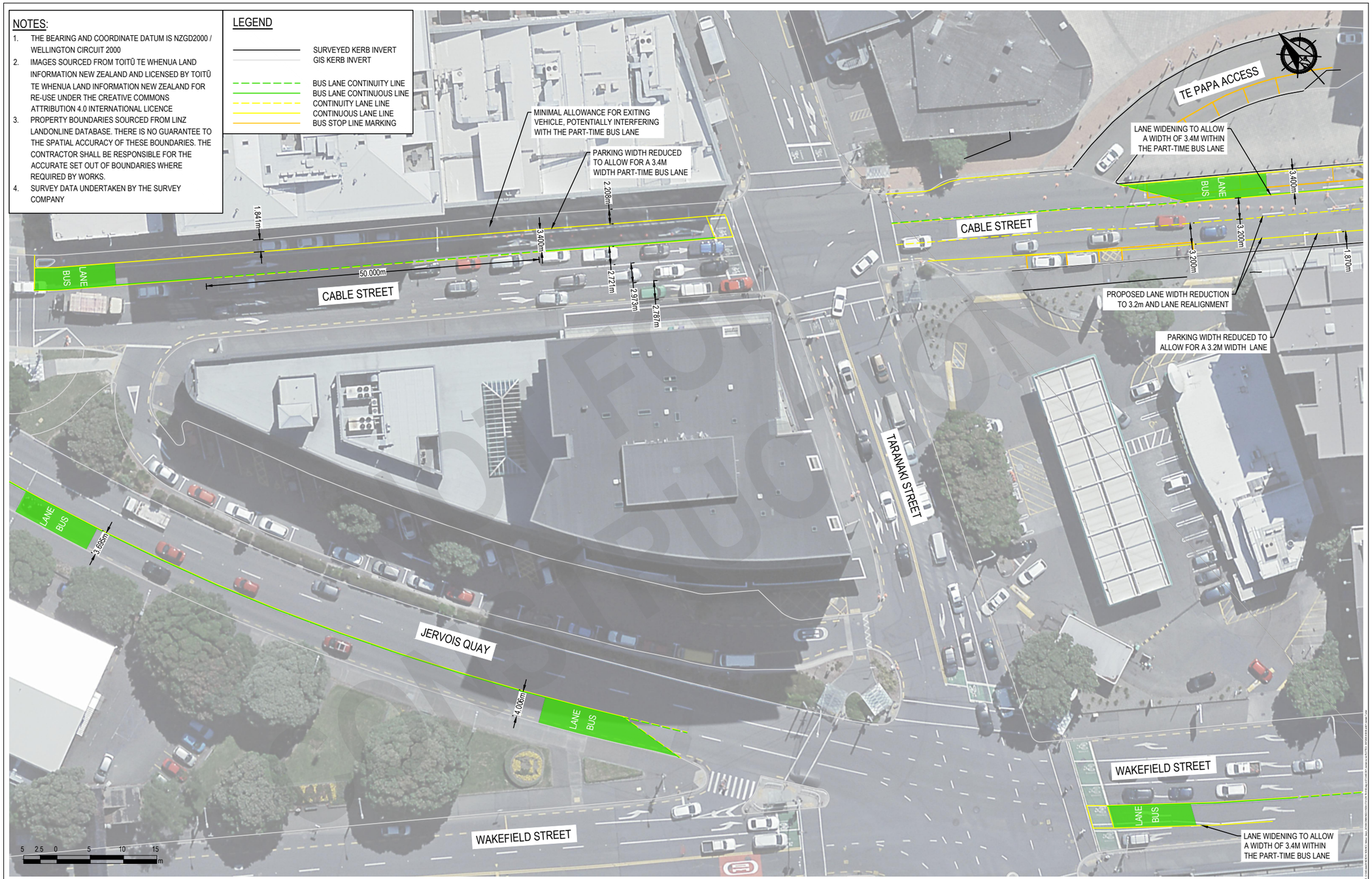
4. SURVEY DATA UNDERTAKEN BY THE SURVEY COMPANY

LEGEND

- SURVEYED KERB INVERT
- GIS KERB INVERT
- BUS LANE CONTINUITY LINE
- BUS LANE CONTINUOUS LINE
- CONTINUITY LANE LINE
- CONTINUOUS LANE LINE
- BUS STOP LINE MARKING



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CLIENT: Absolutely Positively Wellington City Council Me Heke Ki Pōneke

PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 6 OF 9

STATUS: FOR INFORMATION
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SCALE: 1:500 | SHEET SIZE: A3

PROJECT NO.	ORIGIN.	TASK	TYPE	DISC.	SHEET NO.	REV.
V-1639	VIT	01	SK	TR	6106	P01

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- GIS KERB INVERT
- BUS LANE CONTINUITY LINE
- BUS LANE CONTINUOUS LINE
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- CONTINUOUS LANE LINE
- BUS STOP LINE MARKING

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4. SURVEY DATA UNDERTAKEN BY THE SURVEY COMPANY

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TE PAPA MUSEUM

TE PAPA ACCESS

CABLE STREET

TORY STREET

BUS LANE ENDS

POTENTIAL ISSUES WITH EXISTING POHUTAKAWA TREES INTERFERING WITH PART-TIME BUS LANE

POTENTIAL ISSUES WITH EXISTING POHUTAKAWA TREES INTERFERING WITH PART-TIME BUS LANE

POTENTIAL ISSUES WITH EXISTING POHUTAKAWA TREES INTERFERING WITH PART-TIME BUS LANE

LANE WIDENING AROUND THE CORNER FOR ADDED BUS MANEUVERABILITY

LANE WIDENING TO ALLOW A WIDTH OF 3.4M WITHIN THE PART-TIME BUS LANE

PROPOSED LANE WIDTH REDUCTION TO 3.2m AND LANE REALIGNMENT

PARKING WIDTH REDUCED TO ALLOW FOR PROPOSED LANE WIDTH AND ALIGNMENT

BROKEN ROAD LINES TO ALLOW EXIT FROM TE PAPA ACCESS TO VEHICLE LANE

BUS LANE

3.400m

3.200m

3.710m

50.000m

5 2.5 0 5 10 15 m

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PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 7 OF 9

STATUS: FOR INFORMATION NOT FOR CONSTRUCTION

SCALE: 1:500 | SHEET SIZE: A3

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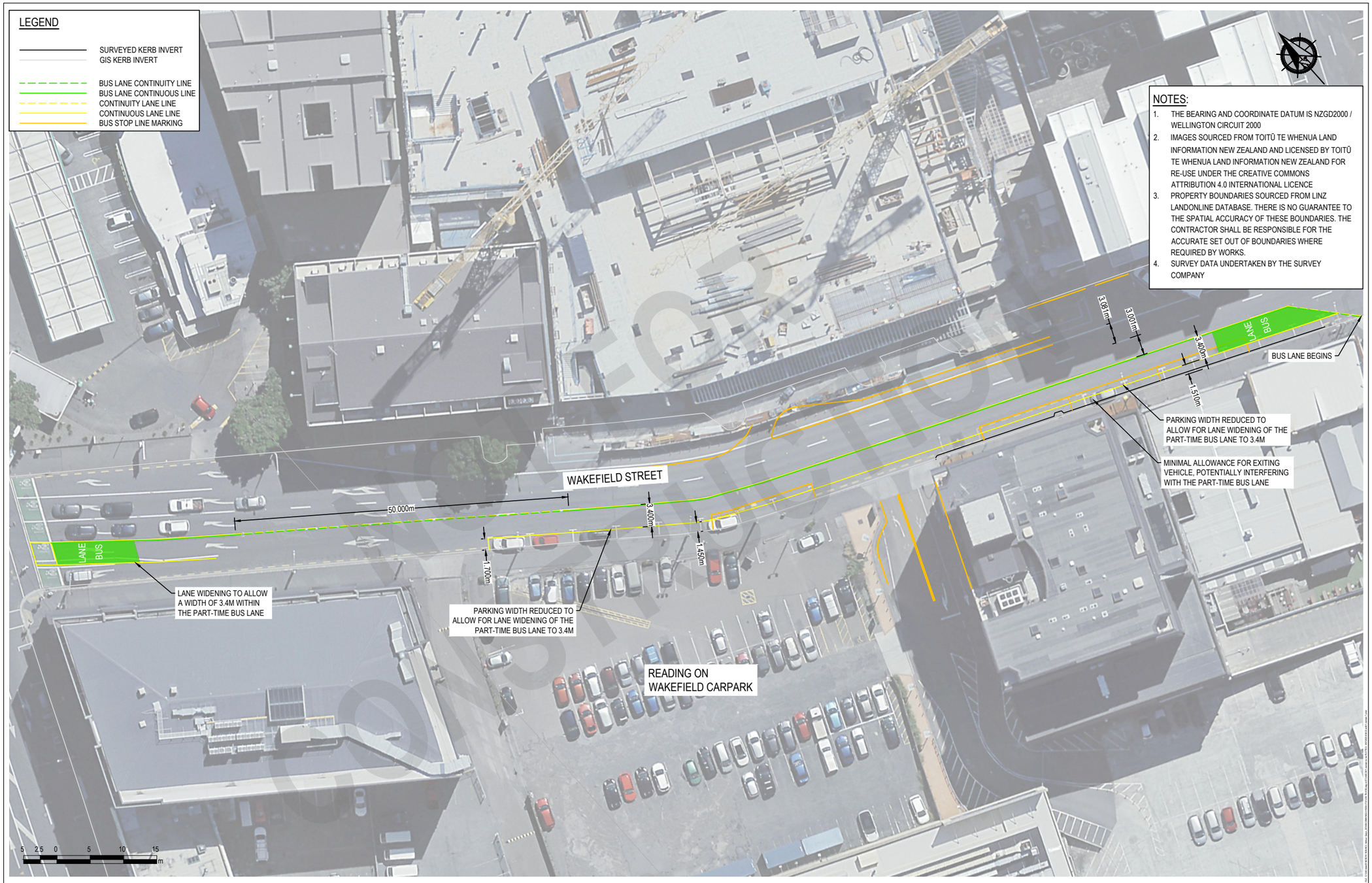

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			REV.	DATE	REVISION DETAILS	BY APP.

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PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 8 OF 9

STATUS: FOR INFORMATION — NOT FOR CONSTRUCTION

SCALE: 1:500 | SHEET SIZE: A3

PROJECT NO.	ORIGIN.	TASK	TYPE	DISC.	SHEET NO.	REV.
V-1639	VIT	01	SK	TR	6108	P01

LEGEND

- SURVEYED KERB INVERT
- GIS KERB INVERT
- BUS LANE CONTINUITY LINE
- BUS LANE CONTINUOUS LINE
- CONTINUITY LANE LINE
- CONTINUOUS LANE LINE
- BUS STOP LINE MARKING

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DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 9 OF 9

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PROJECT NO.	ORIGIN.	TASK	TYPE	DISC.	SHEET NO.	REV.
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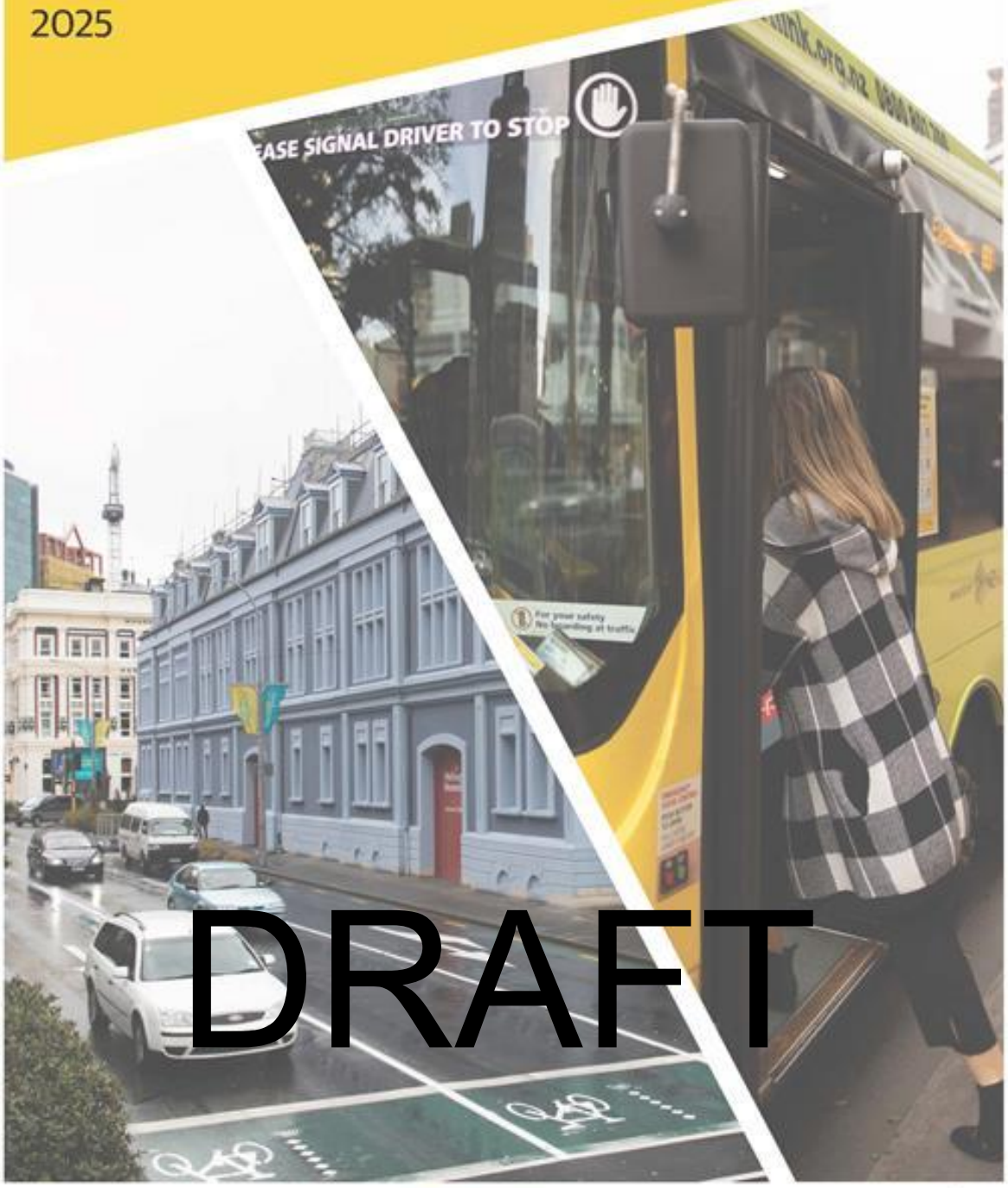
Harbour Quays Corridor - Bus Priority

Project Business Case (Significant)

2025



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Greater Wellington
Te Pane Matua Taiao

metlink

Project Business Case (Significant)

Harbour Quays Corridor – Bus Priority

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WCC Project ID	18816	**WCC Classification Tool Outcome**	Significant
Senior Responsible Owner	Liam Hodgetts Chief Planning Officer	**Business Owner**	Brad Singh Manager T/I
Funding sought by this Business Case	*As reported in the financial case, see p 76.*	**Cost Code (CC)**	341
Funding Source	*As reported in the financial case, see p 77.*	**Recorded on Annual Plan**	This project is identified in the LTP 2024-34 of both GWRC and WCC.
Trove Folder Location	HARBOUR QUAY - WCC SIGNIFICANT BUSINESS CASE.docx	**Project Cost Code**	CAP00121541



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Author	Hamish Lobb
Project Manager	Hamish Lobb
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Document History

This table provides a history of changes made when completing this document.

Version No.	Date	Summary of Changes
0.1	16/07/2025	For Steering Group Review
0.2	07/08/2025	For Peer Review
0.3	20/08/2025	Draft For WCC Social, Cultural and Economic Committee Endorsement and GWRC Transport Committee Endorsement

Related Documents

This table lists the documents that support the Business Case (delete/add as applicable)

Document	Name and Link
Project Brief	Harbour Quays Interim Project Brief 0.3 SIGNED.pdf
Golden Mile SSBC	Golden-Mile-SSBC-Final-November-2021-.pdf
Golden Mile Bus Corridor Analysis 2024	final draft Golden Mile WTAU report_260824_.docx
Opus Central Area Bus Operational Review	Central Area Bus Operational Review - Final Report 20-11-09 (MS Word) [718003].DOC
MRCagney's 2011 Wellington City Bus Review	R Att 3 WCBR Network Recommendations report (all recipients) - MRCagney - Nov 2011 [987524].pdf
Presentation to GWRC and WCC councillors September 2024	20240829 Bus priority pack GW_WCC.pptx

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1. Purpose of this Document

The purpose of the Business Case is to enable a robust process that captures what the project (business problem or business need) is, what investment is required, what are the available options and associated costs to deliver the preferred solution.

The five sections used within this document are based on the Treasury Better Business Case (BBC) guidance that is best practice in both central and local government, and cover the following:

1. **Strategic Case**
   The case for change. Why do we need this project? Provides supporting information as to why the project is required
2. **Economic Case**
   Options analysis. Compare solutions – provides possible solution options and the preferred option
3. **Commercial Case**
   Procurement strategy and approach – provides options on how the solution will be obtained and from where
4. **Financial Case**
   Affordability and funding arrangements – provides funding options, project/programme, and ongoing costs
5. **Management Case**
   Delivery plan – provides high level information as to how the project/programme is going to be managed and delivered

The business case also provides a formal record of project information. Project staff are required to support the councils obligations under the Local Government Act and LGOIM Act, as detailed in Section 6 of WCC's Information and Data Policy (sharepoint.com).

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2. Executive Summary

This business case outlines the case for a proposed second Wellington City public transport corridor along the waterfront quays (Harbour Quays) to address current and expected future public transport capacity and reliability issues. This will complement the existing public transport corridor along the Golden Mile. The project also complements the SH1 Wellington Improvements Business case.

The Harbour Quays business case has been developed jointly by Wellington City Council (WCC) as the road controlling authority and Greater Wellington Regional Council (GWRC) as the public transport authority. The project will be implemented jointly.

The overall capital budget allocated for the Harbour Quays is $10 million equally funded by both councils.

The capacity and reliability issues that need to be addressed are:

1. Whilst international literature suggests an optimum number of buses per lane per hour should be 50-80, the current Golden Mile[1] number of buses per lane per hour ranges from 79-99 at peak, and is expected to increase to 126-137 at peak by 2034[2].
2. Assuming buses increased to 126-137 at peak, by 2034 if all buses remain on the Golden Mile the number of buses per lane per hour at peak will be more than double the midpoint of optimum (50-80 per lane per hour) levels.
3. With buses over 130 per lane per hour the network reaches “saturation point”. This is where buses are bumper to bumper and travel speed becomes more unreliable. Additional buses begin to queue further back in surrounding streets affecting the whole transport network for buses, cars and other road users
4. Typical “minimum acceptable speeds” for buses in a busy city centre is 14km. The current operational speed on the Golden mile is 8km an hour. Without Harbour Quays the Golden Mile speeds are projected to fall to 3-6km/hr at which time the journey will take 28 minutes.
5. Current running time variability for buses on the Golden Mile is greater than 30%. The same trip can vary by up to 10 minutes (+/- 5 mins)
6. Dwell time[3] optimum for boarding and alighting at a bus stop is 30 seconds. The average dwell time on the Golden Mile is 40 seconds and certain bus stops experience dwell times of more than 50 to 60 seconds. Dwell times of 50 seconds start to create a significant and highly inefficient “concertina effect”.

These capacity and reliability issues result in issues for current passengers. A second public transport spine along the Harbour Quays will immediately provide benefits to current bus customers using the Golden Mile and Harbour Quays.

[1] The Golden Mile refers collectively to the area of Courtenay Place, Manners Street, Willis Street and Lambton Quay. The future numbers include Brandon Street buses as these will run on the Golden Mile once that street is closed

[2] Two main end timeframes are included in this business case. 2032 is the year Golden Mile the current public transport corridor is expected to reach ‘saturation point”. 2034 is the last year of modelling for bus patronage.

[3] Dwell time refers to the time a bus spends at a scheduled stop without moving. This can be caused by buses having to wait longer as they are in a queue and the number of people getting on and off the bus.

Background

In 2019, GWRC and WCC identified a variety of bus priority issues and opportunities in a Bus Priority Action Plan (BPAP) to improve reliability of buses on Wellington's busiest routes. This BPAP was updated in 2024 and identified an immediate need to improve bus travel times into and through the Wellington central city based on existing low transit speeds and rapidly growing bus patronage growth. The 2024 BPAP reconfirmed the need for a second public transport corridor through the central city.

The Let's Get Wellington Moving's (LGWM) programme business case (2019) identified the need for two primary public transport corridors through the Wellington central city, with a dual corridor then enabling mass transit to be introduced on the waterfront route later.

With the dissolution of LGWM in December 2023, it was agreed that WCC, in partnership with GWRC would progress LGWM's Interim Second Spine, now called the Harbour Quays public transport corridor, to address capacity issues forecast with the Golden Mile from 2025.

Three investment objectives were agreed for the project:

1. Enhance travel time and operational efficiencies and resilience (in response to planned and unplanned disruptions) through the development of a second public transport corridor by December 2026
2. Increase public transport capacity through the central city by creating a second public transport corridor through the central city by December 2026 due to the currently constrained Golden Mile
3. Enhance connectivity and safety along and across the Harbour Quays corridor for all modes of travel by 2030 to support urban activation.

The options

A long list of 10 options for a second public transport corridor was initially developed which included eight permanent solutions and two interim solutions. From the long-list, two interim route options (Featherston Street and Harbour Quays) were considered reasonable practicable options that would achieve the objectives and were subject to further development and evaluation against a Do Minimum option.

The Do Minimum option involves retaining all buses on the Golden Mile including the buses that currently stop/start on Brandon Street with bus growth in line with projected passenger growth. This option would result in the bus journey down the length of the Golden Mile taking approximately 28 minutes by 2034, slower than walking from Courtney Place to the Railway Station.

Harbour Quays was selected as the preferred route as:

- It scored better in both the Multi Criteria Analysis (MCA) and the economic analysis process.
- It out performs the Featherston Street option under four of the five criteria (route legibility, network capacity, business impacts, and future cycle routes).
- It is expected to provide better overall non-financial benefits than the Featherston Street option as it better activates the Harbour Quays and has fewer impacts on Featherston Street.
- The Harbour Quays option enables faster bus journeys than the Featherston route would have enabled. Both options enabled faster bus journeys than on the Golden Mile.

- Modelling concluded that Harbour Quays was likely to result in fewer disruptions during the AM peak while delivering similar performance to Featherston Street during the PM peak.

The preferred route and proposed bus stop locations

Harbour Quays follows a southbound route along Whitmore Street before exiting onto Customhouse Quay. The route continues along Customhouse Quay, Jervois Quay, Cable Street, and Kent Terrace before terminating at the Kent/Cambridge Terraces/Courtenay Place intersection. The northbound route is the same route as southbound but in reverse, using Cambridge Terrace and Wakefield Street until it rejoins Jervois Quay. This can be seen in the Figure 1 below.



Figure 1 - Harbour Quays proposed corridor and stop locations

In parallel with the route options, work was undertaken on the bus stop strategy to identify preferred bus stop locations. The assessment identified bus stop locations in each direction that were optimal locations for stops, given the constraints and operational requirements.

This assessment initially identified twelve stops for Harbour Quays, six in each direction. In July 2025 a review of the number and location of bus stops was undertaken. This review included a value engineering exercise to enable the project to remain within the budget allowance. This review resulted in ten bus stop locations in total being recommended, five in each direction and these can be seen in Figure 1 above.

The service design and bus prioritisation

A phased approach to service design[4] is recommended for the utilisation of the Harbour Quays corridor. This approach:

- Minimises customer transition risk
- Provides attractive benefits to customers, supporting the objectives for growing public transport access and mobility
- Can be supported with infrastructure that is affordable within the current project budget

[4] See section 7.13 for more information on this

- Manages Golden Mile bus numbers within the optimum maximum capacity of that corridor
- Accommodates bus services displaced by the planned closure of Brandon Street.

The first phase which is included in this business case and provides a focus on peak services includes:

- Running express and Brandon Street services, and an all-day harbour side service along Harbour Quays
- Approximately 30 buses per hour in each direction at peak times initially
- Up to 23 percent of the PM peak and 12 percent of weekly patronage moves to Harbour Quays
- Faster peak journeys
- All day 7-days a week access to waterfront attractions
- Bus stop infrastructure requirements within current budget.

The above service design does not support any form of full-time special vehicle lane (24/7 bus lane) in the short term. However, given the service design focus on express services at peak, it does warrant the use of part-time special vehicle lanes, in the morning and afternoon peaks (part-time bus lanes).

Harbour Quays part-time, peak-hour bus lanes would be the busiest (outside of the Golden Mile) in the city from day one. The economic case for this project includes the use of peak hour bus lanes.

Alignment of the preferred option to investment objectives

Investment objectives and business needs for an additional public transport corridor were set in mid-2024 when the project was of a more transformational nature and a higher value investment[5].

With the project then being scoped to a lower level (see section 4.4 short list options for commentary on this change), not all these investment objectives are now able to be met. This is particularly so for Investment Objective 3.

Table 1: Alignment with investment objectives

Investment objective	Alignment
Investment objective 1: enhance travel time and operational efficiencies and resilience (in response to planned and unplanned disruptions) through the development of a second public	• There will be 2-6 minute bus travel-time savings in the peak periods for bus services moved to the Harbour Quays corridor in 2033 (eg those buses that currently travel down the Golden Mile, when travelling now on the Harbour Quays will be 2-6 minutes faster). • With Harbour Quays in place there will be about a 0-1 minute bus travel time savings in the peak periods for the bus services which remain on the Golden Mile corridor in 2033 (eg in 2022 the trip takes about 15 minutes between Cambridge Terrace and Whitmore St, and by 2034, with

[5] Originally this project was funded at $51.6M (capex) and part of the former LGWM city streets package to be delivered by WCC, it was assumed at this time that the project would attract 51% subsidy from the National Land Transport Fund (NLTP).

Investment objective	Alignment
transport corridor by December 2026	Harbour Quays in place, this trip will still take about 15 minutes). • Supports planned disruptions along the Golden Mile during planned works • Reduces current travel variability of >30% • Provides direct access to regional destinations such as Te Papa.
Investment objective 2: increase public transport capacity through the central city by creating a second public transport corridor through the central city by December 2026 due to the currently constrained Golden Mile	• The Harbour Quays design is expected to support 30-60 buses per hour, with the ability to accommodate all buses during temporary closures of the Golden Mile. • The optimum level of buses on the Golden Mile both currently and in the future is 50-80 buses per hour per direction. This level of buses expected to be the capacity of the Golden Mile, after implementation of the Golden Mile (upgrade) and implementation of Harbour Quays, capped at 100 buses per hour. • This level of buses on the Golden Mile aligns with international optimum levels of 80 buses per hour per lane. Higher levels than this and buses become less dependable with longer dwell times, less reliability and “stacking” of buses. • A second public transport corridor will enable buses on both the Harbour Quays and Golden Mile to be faster than current and predicted speeds on the Golden Mile. Current speeds are 8km/hr with optimum speeds being 14km/h. • Without Harbour Quays the Golden Mile corridor speeds are projected to fall to 3-6km/hr simply due to the expected increase in the number of buses at which time the journey along the Golden Mile will take 28 minutes. • Current modelling shows that this will result in queuing of bus services on the wider local road network while waiting to access the congested Golden Mile (e.g. along Cambridge Terrace during peak travel times can be expected). This will impact general traffic on the wider network as well.
Investment objective 3: enhance connectivity and safety along and across the Harbour Quays corridor for all modes of travel by 2030 to support urban activation.	• With increased pedestrian movements across the Harbour Quays, changes to the signalised crossings will improve pedestrian movement across the Harbour Quays. • The Harbour Quays development will integrate with the Cross City Bike Connections.

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The financials

While full costings were not undertaken for the purposes of the MCA, both the Featherston Street and Harbour Quays options were of similar length, required a comparable number of bus stops, and affected a similar number of intersections.

A construction cost (physical construction works) envelope of $6–8 million has been set (excluding general project costs[6]), to remain within an approved Long-Term Plan (LTP) budget envelope of $10 million. Current cost estimates, including quantification of risks indicates a total budget of $11.25M to successfully deliver the project and work continues to bring this down to acceptable levels. This level of risk at this stage in the project development is deemed acceptable.

The table below provides information on the expected Benefit Cost Ratio (BCR) for this project. This BCR includes the impact of peak hour bus lanes,

Table 2 - Estimated construction costs and associated benefit cost ratios with and without modeshift.

	Construction cost	**Net present value**	**Headline BCR**	**BCR applying 5% mode shift assumption**
10-year project life (current cost) at 2% discount Rate	$6.8M	$19M	2.9	13.6

Annual maintenance and operating costs of $250K are included in the economic case.

The overall modelled economic benefits including the introduction of part time bus lanes over a 10-year period are shown in the table below, with the associated modelling report provided as **Appendix F**.

Table 3: Economic benefits including the part time bus lanes

Benefit Type (10 year period)	**Economic Benefit/Disbenefit**
General Traffic Travel Time	$ -70.4M
General Traffic Operating	$ 12.3M
PT Travel Time	$ +34.6M
PT Reliability	$ +8.5M
PT Bus Stop Waiting	$ +33.8M
PT Operating	$ 0
CO2 Reduction (4% of VOC)	$ +0.49
TOTAL BENEFIT	**$ +19.2M**

The addition of a second public transport corridor will immediately provide benefits to current bus customers using the Golden Mile and Harbour Quays and also to additional customers in the future. It will provide wider network capacity and priority bus improvements and enhance mode shift options.

[6] General project costs include professional services contracts for design, quantity surveying, traffic modelling, safety audits, etc and internal staff costs at WCC and GWRC.

Recommendation

It is recommended that the Committee endorses this business case, increases the joint WCC/GWRC project capital budget to $11.25M and agrees the project proceeds to implementation.

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3. Strategic case

3.1. Background

Context

WCC is the road controlling authority and GWRC is the public transport authority. In this capacity GWRC has informed WCC that they require a second public transport corridor through the central city to address current and future capacity and service issues. There are already capacity and service issues on the Golden Mile public transport corridor and as bus numbers increase in response to patronage growth this is expected to get worse (see Table 4).

Without a second public transport corridor the growth in buses would remain on the Golden Mile and the numbers below are presented as such.

Table 4: Actual and forecast peak hourly buses on the Golden Mile corridor[7]

	2017	2018	2019	2020	2021	2022	2023	2024	2025
AM Peak - GM Northbound	119	97	102	88	81	87	89	96	99
AM Peak - GM Southbound	120	76	74	75	65	70	70	78	79
AM Peak - Brandon Southbound	5	17	17	17	11	11	10	15	15
PM Peak - GM Northbound	112	76	79	83	79	80	82	88	88
PM Peak - GM Southbound	111	78	83	84	81	86	89	94	93
PM Peak - Brandon Northbound	8	19	18	18	14	14	13	15	15
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual

	2026	2027	2028	2029	2030	2031	2032	2033	2034
AM Peak - GM Northbound	104	108	114	119	122	125	128	131	134
AM Peak - GM Southbound	83	86	91	112	115	119	121	123	126
AM Peak - Brandon Southbound	16	16	17						
PM Peak - GM Northbound	91	94	100	122	125	128	131	134	137
PM Peak - GM Southbound	100	104	110	114	117	120	123	126	128
PM Peak - Brandon Northbound	16	16	17						
	Metlink passenger forecast used to factor bus numbers								

[7] The bus numbers in Table 4 are calculated by applying unconstrained growth forecasts to the expected peak number of buses using the Golden Mile public transport corridor in 2025. The forecasts use the patronage forecasts for buses included in GWRC's long term plan 2024-34 on page 205 (Greater-Wellington-Long-Term-Plan-2024-34_web.pdf). As these forecasts and the assumptions behind the forecasts change over time we would expect the projected number of patrons and buses would also change.

Patronage growth on the Metlink network is driven by two main factors – demand driven by population growth and demand driven by major investments and external drivers.

Modelling undertaken by GWRC[8] shows that 79% of the increase in passengers is expected to be driven by major investments and external drivers and 21% driven by population growth.

Patronage growth assumed by GWRC and as outlined in their Long-Term plan 2024-2034 are shown in table 5 below.

Table 5: GWRC patronage growth forecasting assumptions

Patronage growth	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
Bus	5.3%	4.7%	3.5%	3.7%	3.4%	3.5%	3.2%	1.9%	1.8%	1.6%

Patronage growth is then used to determine expected *bus number growth*. Bus numbers are used throughout this business case.

Figure 2 below shows the increase in bus numbers in graph form for both actual and projected bus numbers.

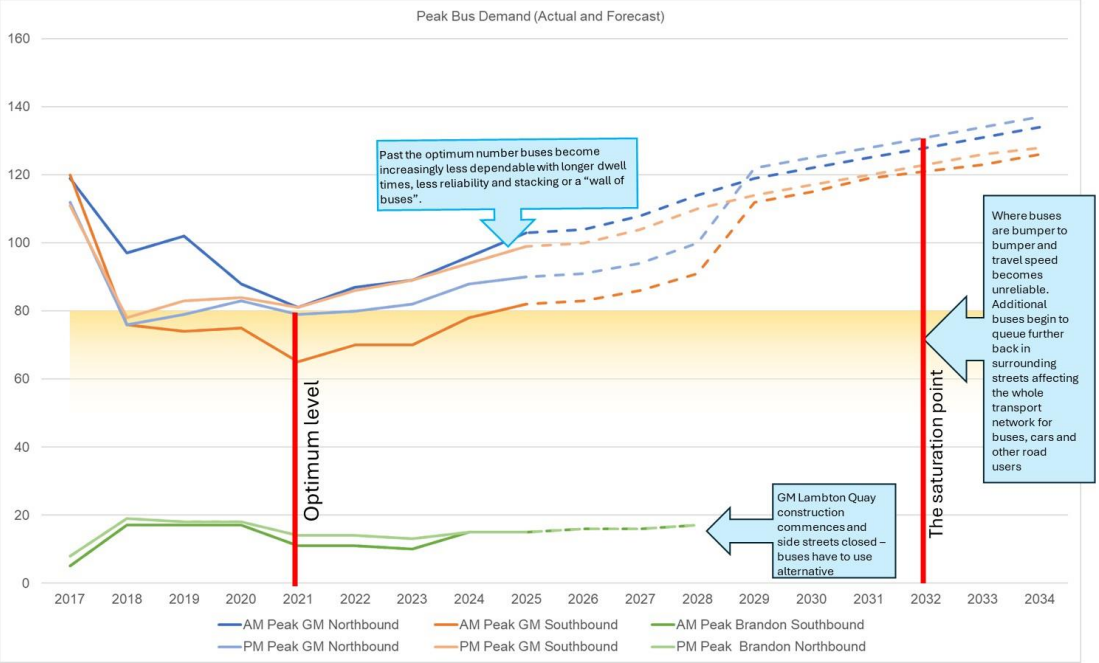

Figure 2: Actual and forecast peak hourly buses on the Golden Mile corridor

[8] Audited by both Deloitte (when made) and checked by Audit NZ

International literature reviews identify that 50–80 buses per single bus lane is optimum[9] and a single lane kerbside bus lane can carry 4260 people in the peak hour. For Metlink this is between 53 and 61 buses depending on each buses capacity[10].

When bus volumes exceed 80 buses per hour, buses begin to queue at stops and intersections, reducing the reliability of services and increasing travel time. With buses queuing at stops, this also makes it harder for passengers to board and disembark.

The Golden Mile already exceeds this number of buses as can be seen in the graph above and is resulting in capacity and service issues now.

The continued increase in bus numbers is expected to result in peak bus speeds on the current corridor (Golden Mile) declining to a walking pace (3-6km/h) and the corridor reaching a saturation point of 130 buses per lane per hour in 2032 which is the point where any additional buses trying to access the corridor will queue back beyond the Golden Mile[11]. This will impact the wider Wellington transport network.

The Golden Mile corridor is physically constrained e.g. two single direction, bus only lanes in Manners Street. Nothing in the Golden Mile improvement project will change this constraint and so the corridor will remain constrained with or without the improvement project.

The addition of a second public transport corridor will immediately provide benefits to current bus customers using the Golden Mile and Harbour Quays. It will provide wider network capacity and priority bus improvements and enhance mode shift options.

Key context information for this business case is shown in the table below. It highlights the problem to be solved.

Table 6: Key strategic context information

Information	Optimum	Current	Future	Comment
Buses per single lane[12]	50-80 per hour	AM Peak Golden Mile (actual July 2025) • Northbound - 99 per hour • Southbound – 79 per hour • Brandon SB – 15 per hour	AM Peak Golden Mile (projected 2034) • Northbound - 134 per hour • Southbound including Brandon[13] – 126 per hour PM Peak Golden Mile (projected 2034)	The number of buses per single lane during peak hours **already exceeds optimal levels (2024).** By 2034 if all buses remain on the Golden

[9] Transit Capacity and Quality of Service Manual | Blurbs New | Blurbs | Publications
[10] A large Metlink bus can carry between 70 and 81 passengers
[11] Golden Mile Bus Corridor Analysis – August 2024
[12] These numbers are taken from Table 4 above. Information is provided in that section about the assumptions behind these figures and where they can be found.
[13] Brandon Street closes under the Golden Mile development so these need to be added to the other southbound numbers in the AM peak and northbound numbers in the PM peak, as this is the number that will run along the Golden Mile if a second public transport corridor is not introduced.

Information	Optimum	Current	Future	Comment
		PM Peak Golden Mile (actual July 2025) • Northbound – 88 per hour • Southbound – 93 per hour • Brandon NB– 15 per hour	• Northbound including Brandon St– 137 per hour • Southbound – 128 per hour	Mile buses per single lane during peak hours **will be more than double the midpoint of optimum (50-80) levels**
Operational speed (speed including dwell time)	Typical 'minimum acceptable speed' in a busy city centre is 14km/h	Current operational speed on the Golden Mile – 15 min to travel 2km = 8km/h	Golden Mile without Harbour Quays • From 2032 (when buses would reach the "saturation point of 130 buses), bus speeds at the morning peak are expected to average 3-6 km/h (ie speed will have reduced from 8km/h to 3-6km/h). Golden Mile with Harbour Quays from 2032 (when buses would reach the "saturation point of 130 buses) • Northbound AM[14] peak ~11km/h • Southbound AM peak ~10km/h	Increase in passengers (and buses) leads to increase in dwell time which reduces speed. Moving buses to Harbour Quays, improved dwell times and bus travel time result in: Golden Mile – travel being **0-1 minute** quicker with the Harbour Quays Harbour Quays – time savings of **2-6 minutes** for the same buses now travelling on Harbour Quays

[14] The increase in speed of buses on the Golden Mile from 8km/hr currently to 10-11km/hr once Harbour Quays is built provides the travel time improvements noted in this table.

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Information	Optimum	Current	Future	Comment
Dwell time in peak	30 seconds at a bus stop is optimum for boarding and alighting[15]	Average dwell time on GM - 40 seconds Certain bus stops experience dwell times of more than 50 or 60 seconds	Harbour Quays – 24 seconds Golden Mile – 40 seconds	Dwell times over 50 second start to create a significant and highly inefficient "concertina effect"

In addition to the areas identified in the table above bus time variability at peak times is an issue. Current Metlink standards provide for a bus to be no more than 1 minute early and 5 minutes late. Currently buses running on the Golden Mile have a >30% running time variability[16] and some trips can vary by up to 10 minutes (+/- 5 minutes).

A passenger might experience travel times that are 30% shorter or longer than the average on a regular basis, which makes journey times unpredictable for passengers and difficult for operators to maintain a consistent schedule. This unreliability can cause delays, longer journey times and could potentially decrease rider satisfaction.

Harbour Quays is a bus priority project led jointly by WCC and GWRC and involves developing a second public transport corridor through the central city which provides additional central city bus capacity to enable more people to travel on buses in the central city. The Golden Mile (currently the only public transport corridor through the central city) currently exceeds optimum bus volumes at peak times resulting in slow and variable peak bus journey times for current bus customers well below international benchmarks.

The geographic scope of the Harbour Quays project can be seen below.

[15] Bus stop capacity | NZ Transport Agency Waka Kotahi
[16] Golden Mile Bus Corridor Analysis August 2024 – Tonkin + Taylor

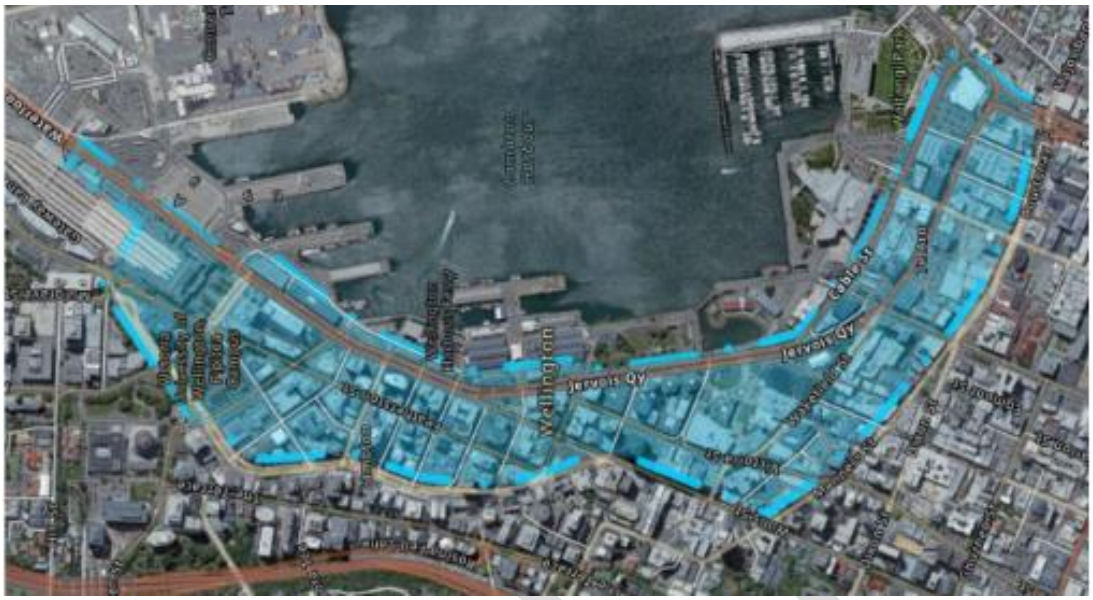

Figure 3: Harbour Quays geographic scope for initial route selections

Adding a second public transport corridor increases bus capacity and improves travel times for buses throughout the central city. This will enable more people to travel through the central city with fewer vehicles and also as a consequence increase the attractiveness of the Golden Mile for people.

There are however trade-offs with this. Faster on-bus travel times are expected to be offset for some users by longer walk times to Harbour Quays compared to their current bus stops and potential exposure to weather. This has been identified in focus group feedback and is something that will be managed when services commence on the Harbour Quays public transport corridor.

Car users on Harbour Quays are also expected to be impacted. This is discussed later in this business case.

A second public transport corridor running along Harbour Quays will complement the Golden Mile public transport corridor, with both corridors playing a part in providing increased bus capacity, reliability and improved travel times.

Problem statement

An Investment Logic Mapping (ILM) workshop was held in July 2024, (see **Appendix A**: Problem Definition Workshop Report for full report) attended by senior management and officers from both councils, to identify the problems the project intends to address. Below is a table that represents these problems as well as the high-level benefits expected from solving the problem.

Table 7: Definition of the problem and benefits identified at the high level

Problem and weighting	Problem definition	Potential benefits of resolving the problem
Lack of peak time capacity for buses on the central corridor of the city's bus network	Parts of the city's central public transport corridor along the Golden Mile are operating at or exceeding capacity for	Increased peak bus capacity Increased travel time reliability for buses and passengers

Problem and weighting	Problem definition	Potential benefits of resolving the problem
along the Golden Mile (50%)	buses and passengers at peak times and this will worsen due to increased passenger demand and services leading to reduced reliability, increased travel times and impacts on the quality of the central city area for people and businesses.	Quicker bus travel times through the central city leading to increased mode share Increased quality of central city area for people and businesses Increased productivity of buses
Temporary network disruption for all modes in the Harbour Quays (as per Figure 3 above) corridor (40%)	Multiple transport and urban development projects, including construction of and diversions for the Golden Mile project over the next 2-5 years in the central city area will result in a loss of bus capacity and disruption to all travel modes in the Harbour Quays corridor resulting in travel time delays, poor customer experience and a lack of network resilience.	Minimise loss of travel time reliability for cars and buses Travel time and customer experience reliability for bus passengers Minimise loss of service for bus passengers Central city area remains attractive destination
Poor level of service connections for bikes across the central city area (10%) NB: This problem statement is being addressed by a separate project.	Substandard levels of service connections for bikes across the central city are resulting in increased conflicts between users of shared space on the waterfront and an inability to optimise investment in the broader bike network.	Greater optimisation of investment in broader cycle network, including: • Increased people on bikes • Increased mode shift • Increased safety for bikes and pedestrians • Reduced conflict in shared spaces on the waterfront

Associated work to date

2009 - 2019

The need for an additional public transport corridor through the central city was first identified in 2009, through the Opus central area bus operational review and MRCagney's 2011 Wellington City bus review.

The Metlink focus following these reports was to implement recommended actions to increase bus utilisation with high-capacity buses and network rationalisation to reduce pressure on the Golden Mile. These measures brought some relief with peak time bus volumes being reduced from around 120 per hour in 2018 to around 100 per hour today– still higher than the optimum level of 50-80 buses per hour.

2019 – 2023

A LGWM programme business case (2019), a programme that included both WCC and GWRC identified the need for two primary public transport corridors through the Wellington central city, with a dual corridor then enabling mass transit to be introduced on the waterfront route later.

As part of the development of the business case for the Golden Mile in 2021, it was identified through Vision 2036 that there was a need for public transport to move through two corridors for efficiency and reliability, and that provision of an additional corridor should be advanced prior to capacity constraints becoming an issue on the Golden Mile.

Also, the business case identified a cap of 100 buses per hour (with an optimal limit of 50-80 buses per hour), in each direction of travel on the Golden Mile, and that any additional buses per hour were to be accommodated on an additional (unspecified) north-south public transport corridor.

With the bus capacity limitations of the Golden Mile and closure of the Brandon Street bus stop in mind, GWRC developed initial concept designs in 2021 for the planned Harbour Quays public transport corridor that would meet demand prior to the planned implementation of mass rapid transit. GWRC requested that these be included in the scope of the LGWM programme as part of a transitional solution.

As part of the work on second public transport corridor, mana whenua prepared a cultural overlay map which included sites of cultural significance so that these could be considered as part of any corridor development going forward.

While LGWM supported the need to implement an interim second public transport corridor, the programme was terminated in December 2023. To address capacity issues forecast for the Golden Mile from 2025, a second public transport corridor, now referred to as the Harbour Quays public transport corridor, was approved.

With the dissolution of LGWM in December 2023, it was agreed with the Transport Minister (The Hon Simeon Brown), Infrastructure and Housing Minister (The Hon Chris Bishop), Chair of the Greater Wellington Regional Council (Daran Ponter) and Mayor of Wellington City Council (Tory Whanau) that WCC, in partnership with GWRC would progress LGWM's Interim Second Spine, now called the Harbour Quays public transport corridor, to address capacity issues forecast with the Golden Mile from 2025.

2023 – Now

On 10 May 2024, GWRC submitted on WCC's LTP (2024-34) and expressed strong support for the joint approach of investing in the Wellington City bus rapid transit programme, aimed at bus network improvements – a faster and efficient bus network timetable across the region for fully integrated rapid transit corridors for a more efficient and productive transport network.

On 16 May 2024, WCC and GWRC officers had a joint meeting to discuss the rapid transit bus programme, which resulted in the establishment of the Harbour Quays project, to be delivered under the WCC project framework.

Several joint officer workshops were held in July 2024, including an ILM workshop to identify high-level problems and benefits, as well as optioneering workshops, which included a workshop on defining criteria for use in a MCA. Externally accredited facilitators provided facilitation. The workshops resulted in four outputs: an ILM, a benefits map, investment objectives (IOs), and Critical Success Factors (CSFs).

Several high-level planning decisions have been made within WCC regarding road space allocation, and the importance of mode shift has been recognised by WCC, with recent

LTPs reflecting some of those decisions. The Harbour Quays public transport corridor was included in both Councils' LTPs 2024-2034 following the disestablishment of LGWM. The Councils' approved their respective LTPs in June 2024.

The overall capital budget allocated for the Harbour Quays is $10 million equally funded by both councils.

Organisational overview

In its capacity as the road controlling authority, WCC is responsible for ensuring a safe and efficient operation of the roading network. It involves providing local infrastructure, ensuring environmental safety and health, managing emergency situations in the city, and managing land use. This is achieved through two laws: the Land Transport Act 1998 (implementation of road control signs and parking) and the Local Government Act 1974 (road construction, design, and general safety standards).

GWRC is a regional council, representing the wider Wellington region. GWRC is the public transport authority and is responsible for public transport planning and funding among other aspects.

Within its public transport portfolio, GWRC plans for and funds Metlink – the region's public transport network, which includes a comprehensive range of bus services throughout the region, five passenger rail lines from Wellington to Johnsonville, Kapiti, Melling, Upper Hutt and Wairarapa and a ferry service. GWRC is also responsible for public transport infrastructure, such as railway stations, bus and ferry shelters, park and ride facilities, and signage.

WCC and GWRC will jointly develop and deliver this project. The project operationally sits within the Planning and Environment Directorate at WCC, with project management responsibility coming from the Street Transformation team within the City Design Business Unit.

Harbour Quays will require decisions by both councils. In the course of the decision-making process, both councils are required by the Local Government Act 2002 to seek to identify and assess the reasonably practicable options to achieve the objective of the decision and consider affected or interested people's views.

3.2. Alignment with strategies and plans

This section outlines the national, regional, and local Acts, strategies, policies, and plans relevant for this business case. Figure 4 below outlines the strategic context of the transport elements of these plans and strategies.

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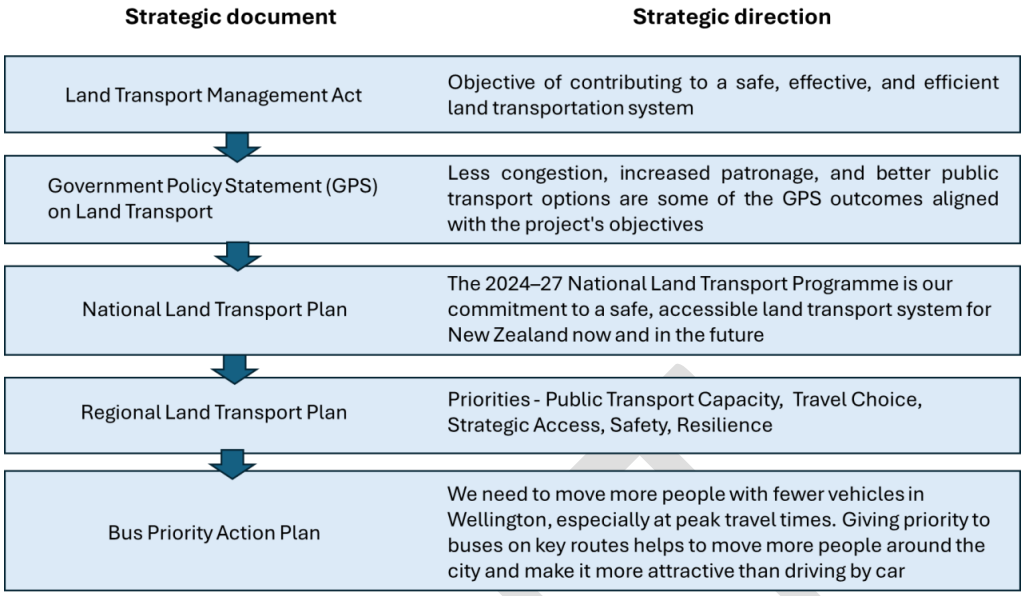

Figure 4: Strategic context

National-level plans

- Harbour Quays supports the Land Transport Management Act's (2003) objective of contributing to a safe, effective, and efficient land transportation system.
- The Government Policy Statement on Land Transport 2024-34 (GPS) outlines four strategic priorities. Two of the priorities in this align closely with the objectives of this project. Reference is made in the GPS to the acceleration of the North-South, East-West, and Harbour Quays bus corridors in Wellington. Less congestion, increased patronage, and better public transport options are some of the GPS outcomes aligned with this project's objectives.
- Whilst the National Land Transport Plan (NLTP) 2024-27 has indicated funding for the development of this business case may be 'possible' for the 2024-27 period, we currently understand that 'possible' means there is no national funding allocated to this project, and the issue is unlikely to be revisited until the fiscal year 2026/27. The implication of this statement is that the development of the business case being borne by the partners and will not benefit from the NLTP's financial assistance.

Several other strategies and plans are outlined by New Zealand Transport Agency (NZTA) to support GPS investment priorities, including:

- A well-functioning urban environment is the goal of the National Policy Statement on Urban Development 2020: particularly (c) all people have good access to housing, jobs, community services, natural spaces, and open spaces, including by means of public or active transportation; (e) greenhouse gas emissions are reduced.
- Keeping Cities Moving: A Plan for Mode Shift 2019 is NZTA's plan to increase public transport, walking, and cycling travel and to deliver social, environmental, and economic benefits.
- The *Aotearoa urban street planning and design guide* draws on national and international best-practice to provide a framework for well-functioning urban environments. Urban environments that provide great places for everyone to live, play

and work. Where people can move around safely and easily access a variety of transport options.

- NZTA's Arataki 30-year Plan represents a shared sector view of how we should plan, develop, and invest in land transport. Among the goals of the plan are to enable mode shift from private vehicles, easing congestion and supporting economic activity through high frequency and reliable services.
- A range of initiatives are identified in New Zealand's first Emissions Reduction Plan (currently under review) (Ministry for the Environment, 2022) that aim to support an affordable and inclusive transition towards a more sustainable future for individuals, families, and households. Among these initiatives is improving public transportation, walking, and cycling in low-income areas. The plan also outlines some major actions towards reducing transport emissions, including improving the reach, frequency and quality of public transport and making it more affordable for low-income New Zealanders.
- NZTA Toitū Te Taiao – Our Sustainability Action Plan 2020: This project supports the Plan's vision for a low carbon, safe and healthy land transport system.
- It is the purpose of NZTA's Regional Mode Shift Plan - Wellington 2020 to make shared and active modes more attractive, and to influence travel demand and choices of transportation, with a focus on increasing public transportation to improve travel times and reduce congestion.
- Road to Zero: Ministry of Transport's New Zealand's Road Safety Strategy for 2020-2030: This project supports two of the strategy's focus areas: infrastructure improvements and road user choices.
- In the Living Standards Framework, Treasury NZ identifies healthy individuals and communities as contributors to New Zealand's wealth.

Greater Wellington Regional Council plans

- Wellington Regional Land Transport Plan (RLTP) 2021-2031: Harbour Quays supports the plan's carbon emission, safety, and mode share headline targets. Objective 1 refers to providing quality, affordable travel options in the Wellington region. It is noted in the plan the Bus Network Review (BNR) will continue to improve services throughout the region. The RLTP mid-term review (2024) has identified Harbour Quays as a significant project and ranked it at regional priority four (out of 30 ranked programmes – some of which include several projects).
- Wellington Regional Public Transport Plan (RPTP) describes long-term goals and objectives, setting out focus areas and the actions that will help achieve these goals. The RPTP includes activities and initiatives to - provide a high quality, high capacity, high frequency core network; improve access to public transport; prioritise safety through continuous improvements to both infrastructure and operations; promote behaviour change; accelerate decarbonisation of the Metlink fleet; explore ways to further decarbonise the Metlink rail fleet and improve the accessibility of public transport.
- The BPAP 2019 focuses on improving public transportation between the central city and suburbs.
- Wellington Regional Transport Emissions Reduction Pathway 2023, an initiative of the nine councils of the region, offers a long-term strategy for transforming the way we design our towns and cities. The focus areas of the Pathway include but are not limited to the following: more transport choice and smarter freight – support decarbonisation

and mode shift. In addition, the report mentions the fact that the bus network review will look at any changes that may be needed to the network design.
- GWRCs LTP provides local share funding for this project.

Wellington City Council plans

- LTP 2024-34: prioritises investing in sustainable, connected, and accessible community and recreation facilities planning for a liveable and accessible compact city. A strategic priority is to transform the transport system to move more people with fewer vehicles. The LTP provides local share funding for this project.
- Te Atakura First to Zero 2019 Strategy: If an additional public transport corridor is dedicated, buses are likely to be more reliable and travel faster; this will encourage more people to use public transportation instead of driving cars. As a result of this mode shift, fewer vehicles will be on the road, which will reduce emissions and traffic congestion.
- The Wellington City Spatial Plan (2021): calls for a safe, connected, and low-carbon transport network. Cycling and active modes are prominent in the Plan, along with infrastructure that supports growth. Additionally, the Plan outlines:
    - Safely and efficiently moving more people with fewer vehicles
    - Giving convenient, safe, and accessible choice for people to travel without using cars
    - Making city streets more attractive and safer places to be
    - Supporting urban growth and regeneration.
- WCC Economic Wellbeing Strategy (2022): Developing thriving suburban centres and a dynamic city centre through public and active transport infrastructure is one of the outcomes of the WCC Economic Wellbeing Strategy. There is also a focus in the strategy on the disruptions that occur in the central city and the importance of keeping businesses informed about these disruptions.
- The Paneke Pōneke: Bike Network Plan (2022): This project supports the plan's objective to improve safety and connectivity for pedestrians, cyclists, and users of scooters of all ages and abilities.
- Parking Policy (2020): This project supports the policy's shift in the type of transport used and promotion of safe movement, particularly along arterial roads.
- The Golden Mile Single Stage Business Case: assumed that a second north/south public transport corridor would be developed to supplement the Golden Mile, providing increased capacity and supporting the overall efficiency of Wellington's public transport network.

3.3. Investment objectives and key service requirements

As a result of engagement with key Subject Matter Experts (SMEs) and internal stakeholders within WCC and GWRC in July and August 2024, the investment objectives, and business needs set out in Table 8, Table 9, and Table 10 have been identified.

It should be noted that these investment objectives were set when the project was of a more transformational nature and a higher value investment. Now the project has been scoped to a lower level (see section 4.4 short list options for commentary on this change), not all these investment objectives are now able to be met. This is particularly so for Investment Objective 3.

Table 8: Investment objective one

Investment Objective 1	**To enhance travel time and operational efficiencies and resilience in response to planned and unplanned disruptions through the development of a second public transport corridor by December 2026**
Existing arrangements	• Over the next 2-5 years, multiple transport, and urban development projects, including the Golden Mile project, will lead to a loss of network capacity in the central city area and disruptions of all modes of transportation, causing travel delays and poor customer experiences. • Temporary disruption caused by minor road works, events, protests, and building works will result in rerouting of buses and further impact reliability for all modes. • Suboptimal performance in public transportation may lead to issues relating to an unattractive urban environment.
Business needs	• Access to good public bus transport services is enabled through high-quality infrastructure • To improve variability of bus travel times • Operational and efficiency optimisation of transport networks • To increase alternative route options for planned and unplanned transport disruptions • To enable better continuity of service • To enable fast and more reliable journeys • To enhance street scape experiences • Infrastructure that supports more efficient bus services to and through the city, including regional destinations such as the hospital and airport, Te Papa and Tākina.

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Table 9: Investment objective two

Investment Objective 2	**To increase public transport capacity through the central city by creating a second public transport corridor through the central city by December 2026 due to the currently constrained Golden Mile**
Existing arrangements	• Bus volumes significantly exceed optimum bus numbers (50-80 buses per hour). • Current peak bus speed (8 km/h) is well below international benchmarks. • As a result of increased passenger demand and services along the Golden Mile, parts of the city's central bus corridor operate at or exceed capacity at peak times, resulting in reduced reliability, increased travel times, and impact on the central city's quality. • From 2032, bus speeds at the morning peak are expected to average 3-6 km/h on the Golden Mile as congestion increases. • In peak traffic, buses will increasingly queue back onto Cambridge Terrace and back to the Railway station. • Without changes, unreliable services will degrade, especially in the central city, and inefficiencies like slower journeys and bus delays will continue to worsen.
Business needs	• To address the Golden Mile public transport corridor capacity constraints • To transform the transport system to move more people with fewer vehicles • To provide for growth in bus numbers • To improve the bus level of service • To improve safety for all corridor users

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Table 10: Investment objective three

Investment Objective 3	**By 2030, to enhance connectivity and safety along and across the Harbour Quays corridor for all modes of travel, in order to support urban activation**
Existing arrangements	• The number of traffic lanes on the Quays causes a significant severance, impacting safety and accessibility for pedestrians and other active modes; also compounding poor connectivity and wayfinding between the Waterfront and city destinations. Levels of amenity along the corridor are limited with poor provision of greening and shelter from sun and wind. • Movement space in the Harbour Quays corridor is dominated by vehicles, impacting amenity, viability of active urban edges and contributing to poor safety outcomes from a Crime Prevention Through Environmental Design (CPTED) perspective. • There is a limited recognition of the route's cultural and historical significance. • Over the next 2-5 years, multiple transport, and urban development projects, including the Golden Mile project, will lead to disruptions for all modes of transportation, causing travel delays and poor customer experiences.
Business needs	• To provide alternative transportation options during the construction disruption in the next 3 years • To improve pedestrian connection to key city destinations • To provide an excellent bus passenger experience • To provide attractive, people-oriented streetscapes that encourage commercial development, and urban renewal • To maintain access to businesses, residential areas and for emergency vehicles • To provide amenities at key bus stops in keeping with the central city place function • To allow for integration with planned future bike network development projects • To ensure no net loss of green infrastructure • To support cost-effective amenity, transport safety and transport integration improvement options.
Notes	• The Harbour Quays project will partly address this investment objective by resolving the buses through the corridor. Separate projects are planning bike network developments and delivery of green infrastructure. Not all the business needs identified are able to be met by this project.

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The table below outlines the key service requirements that must be met by this project and that have been factored into the recommended option from this business case.

Table 11: Harbour Quays potential key service requirements

ID	High-level service requirement	Rating
1.	Buses can drive along the two-way route alternative to Golden Mile with a drop-off and pick-up capability	Essential/core
2.	Providing adequate, comfortable, and safe shelter at bus stops	Essential/core
3.	Providing safe and efficient access to bus stops for buses and bus passengers	Essential/core
4.	Parking management	Essential/core
5.	Information provided in real time	Essential/core
6.	Maintaining or decreasing the total journey time (including the walk to and from the stop)	Essential/core
7.	A sufficient length of bus stops so that buses can pull into and out of stops without difficulty	Essential/core
8.	Suitable wayfinding	Essential/core
9.	Redesign of bus service routes and timetables	Essential/core
ID	**Other**	
1.	Elevated bus lanes	Out of scope
2.	Grade separation for pedestrians	Out of scope
3.	Speed limit changes	Out of scope
4.	Any civil works outside of the requirements for bus stops	Out of scope
5.	Redevelopment of the waterfront	Out of scope
6.	Increased capacity for general traffic on the roads	Out of scope
7.	The development of alternative routes (other than Harbour Quays preferred option)	Out of scope
8.	General carriageway maintenance and operations	Out of scope

3.4. Key stakeholder information

Engagement to date

GWRC have run a number of focus groups on the Harbour Quays bus route concept. These include:

- The GWRC Public Transport Advisory Group workshops on the Harbour Quays, 2021, 2023 and most recently May 2025, where the proposed designs were shared for feedback in a focus group.
- A focus group undertaken by Research First on behalf of Metlink in 2021.

Most participants supported the creation of a second public transport corridor along Harbour Quays, acknowledging it was necessary to enable more bus services to be

provided in the central city. However, any shift of bus services to the Harbour Quays would be contingent on:

- Improved bus services, including shorter travel times through the city centre, particularly at peak times
- Good shelter at bus stops to mitigate perceptions that the Harbour Quays is exposed to the weather
- A better connection to the waterfront and improved place making along the Quays
- Safe and fully accessible pedestrian access to and from Harbour Quays bus stops.

Other insights included:

- There should be a logical grouping of bus routes between Harbour Quays and Golden Mile
- The Harbour Quays public transport corridor is an opportunity to activate the area between the central city and waterfront, encouraging more amenity in the area to give it a more human scale.

Information regarding external stakeholders

- We continue to work to understand stakeholder interests in greater depth and improve designs/route plans as necessary. Stakeholders will have an opportunity to provide feedback on the design through the consultation phase.
- A list of stakeholders likely to be affected or interested in the results of the proposed Harbour Quays public transport corridor has been identified and will be engaged with.
- WCC and GWRC have jointly developed a Communications and Engagement Plan that includes considerations for the lead time required for the implementation of a new route and timetable, enabling operators to better understand the changes and how they should allocate their fleet.
- A dedicated mailing list will record stakeholders for targeted and regular engagement, allowing those affected by on-street carpark removals and new bus stop installations to be kept informed. This will complement the engagement and consultation undertaken through the WCC traffic resolution process.
- Information on the project can be found on both WCC[17] and Metlink[18] websites and a dedicated email address is available.

3.5. Benefits profile

During working sessions (including an ILM session and a separate benefits meeting) with internal stakeholders and SMEs in July and August 2024 and refined in February 2025, the following high-level benefits were identified.

[17] Harbour Quays Bus Priority | WCC Transport Projects
[18] Regional Bus Corridors - Harbour Quays » Metlink

Table 12: High-level benefits

Benefit Description	Beneficiary	Benefit Measurement	Strategic Imperative (and KPI) Linkage
Bus travel time and reliability improvements for bus passengers	Bus passengers, and the public in the Wellington region	KPI1: Average travel times for buses on both corridors (Harbour Quays and Golden Mile) KPI2: Variability of average travel time for buses on both corridors KPI3: Satisfaction with travel time and reliability along Harbour Quays	**WCC Economic Wellbeing Strategy:** Reliability of core infrastructure (water supply, energy supply, transport) supports business productivity KPI: Time it takes to travel across the city – decreasing trend KPI: Business perception survey – improving trend **Bus Priority Action Plan:** More bus priority KPI - More reliable and quicker bus trips **RLTP:** Build capacity and reliability into Wellington City's public transport network to accommodate future demand KPI: Public transport journey times and variability - Average travel times on core regional bus routes Travel time variability on core regional bus routes KPI: The efficiency of the road network on strategic routes – Average travel time variability on selected strategic routes.
Increased peak bus capacity within the central city	Bus passengers, the public in the Wellington region, businesses, and employers	KP1: Number of buses supported through both Golden Mile and Harbour Quays corridors	**RLTP:** Build capacity and reliability into Wellington City's public transport network to accommodate future demand

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Benefit Description	Beneficiary	Benefit Measurement	Strategic Imperative (and KPI) Linkage
		KPI2: Increased central city bus peak hour patronage	KPI: Capacity utilisation rate (the public transport system can accommodate future demand) KPI: The number of people boarding bus and train services during peak and off-peak times
Improvements in the walking environment along the Harbour Quays route	Bus passengers, the public in the Wellington region, businesses, and employers	KPI1: Pedestrian flow along and across the route at key locations KPI2: Walking Safety (pedestrian crashes)	**WCC Central City Framework:** More walking KPI: Pedestrian footfall into the CBD and around it KPI: The degree to which the city is walkable.

3.6. External drivers

An external consultant and the project team identified external drivers for the project which are outlined in the table below. The relevance of each of these many change from time to time and over the life of the project.

Table 13: External drivers

The external drivers for the investment proposal	Description and considerations
Political context	Potential for change to decisions on the Golden Mile creates uncertainty for planning of Harbour Quays and other projects. Significant scrutiny of officer advice by elected members may lead to increased scope, time, and costs. Different political priorities between GWRC and WCC councillors may make for challenging decision-making. Provides an opportunity for the project to demonstrate good decision-making. Government Policy Statement on Land Transport and the direction of central government.
Economic context	Increased costs and people spending less time in the city are currently putting significant pressure on the city and economy.

The external drivers for the investment proposal	Description and considerations
	A move from central government for increase in user pays for public transport might impact on peoples travel choices. In the central city, businesses are facing a challenging economic environment, as well as a lower ability to withstand and accept disruptions. Moving additional buses from Golden Mile will make a more pleasant environment and encourage more people to spend more time (and money) at businesses.
Social licence	It is possible that the project, particularly the impact for private vehicles on the Harbour Quays, will attract strong public backlash, especially considering rising rates and struggling inner-city businesses. Broad-scale communications will be required to manage this change, and information on the impact of change provided. It will be necessary to coordinate communications with key stakeholders for central city projects, as well as businesses impacted by the changes. There is an expectation from public transport passengers, that the introduction of a second public transport corridor will lead to improved bus services.
Multi-modal and whole-of-network approach	There is currently no broader agreed transport plan for the city with a lot of parallel planning processes underway. Prior to any decision on the preferred solution, it will be necessary to clarify the relationship between this project and various other projects - in terms of spatial arrangements, and timing.
Compelling evidence base	A compelling evidence base exists for both councils supporting the need for immediate action on the issue of peak bus capacity. There is an opportunity to develop a clear plan for short-term delivery that will ultimately lead to an agreed process for longer-term solutions that will be effective in meeting the needs of the public transport customers.
Clearly defined customer value propositions	It is important to focus communication efforts on practical goals such as making bus travel faster and improving journey time.
Timing and urgency	The project will establish clear milestones and demonstrate progress, while considering the impact of construction projects, including Golden Mile, on buses.

The external drivers for the investment proposal	Description and considerations
Governance, partner relationships, programme approach and interdependencies with multiple projects in central city area	Governance decisions may affect the suitability of the preferred solution. The council partners will have a partnership and funding agreement.
Reputational risks	Different messages may confuse the public. It will be necessary to establish a working relationship between the Golden Mile and Harbour Quays projects and a joint communication message about the location of the bus network and bus operations.

3.7. Main constraints, dependencies, and assumptions

This project is subject to the following constraints, dependencies and assumptions. During the project, management strategies and registers will be used to keep track of these, and they will be monitored and managed regularly.

Table 14: Key constraints, dependencies, and assumptions

	Constraints	Notes
C1	There is a budget of $10 million for development and implementation	Allocated through LTP 2024-2034 and signalled in the project brief.
C2	Delivery timescale constraints	Needs to be operational by late 2026.
C3	Heritage sites and sites of significance to Māori, including those protected by the District Plan, need to be considered	Consider the context analysis document prepared by the Urban Regeneration Team and engage the necessary advice on specific design aspects.
C4	The heritage value of the Post Office Square may prevent shelter installation or limit nearby construction.	Likely that a non-notified resource consent will be required.
C5	The timing of the demolition of the City to Sea Bridge linking Civic Square to waterfront.	Consider the timing of demolition and remedial works in conjunction with construction of Harbour Quays to minimise disruption.
C6	The demolition and construction of a new multi-story building at 105-111 Featherston Street. When works commence, road space re-configuration will happen.	The project team will need to work with the developer if a bus stop in the vicinity is considered.

	Constraints	Notes
C7	Significance and Engagement Policies	The policies consider the importance of the project to both councils, community interests, consistency with strategy, and impact on both councils capacity to inform the level of engagement and communication.
C8	The proposed Traffic Resolution must be open for consultation for a minimum of 2-weeks before a decision can be made on it.	Normal practice on significant projects is to allow 4-weeks for feedback on proposed traffic resolutions. This will apply to this project.
C9	Space is limited and the reallocation of that space across various users is likely to be politically contentious.	It is important for designers to consider this during the optioneering process.
C10	Local Government Act requirements for elected members to make the decision on reasonably practicable options (unless delegated) and sufficient information to be included in consultation	Elected members should be provided with all options as part of any decision-making process, and the public must be informed of all the identified reasonably practicable options as part of any consultation process.
C11	The operator's bus drivers require extensive consultation and programming of changes to their rosters (between three to six months).	This lead time needs to be factored into the go-live planning.
C12	It is important to consider the construction schedule for the Golden Mile and the need to minimise disruption to transportation and businesses. If traffic management isn't used, temporary solutions would be difficult to implement in time for construction to begin.	Weekly programming meetings - to coordinate and communicate key milestones and critical paths. The Golden Mile Team would need to implement temporary traffic management if coordination in terms of timing cannot be achieved.
	Dependencies	**Notes and management strategies**
D1	Golden Mile closing Courtenay Place northbound to all traffic from early 2026. The need to shift up to 30 buses per hour off the Golden Mile around late-2026.	The construction schedule for the required bus stops should ensure alternative bus capacity is available by early 2026 to minimise transport and business disruption.
D2	The demolition and construction of a new multi-story building at 105-111 Featherston Street limits what the project can do in that block – road layout changes will happen during construction, limiting project works.	The project team will need to work with the developer to integrate the plans to make sure the infrastructure is in place.

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	Dependencies	Notes and management strategies
D3	Construction of Lambton Quay, part of the Golden Mile project, cannot begin until the second corridor is completed by the end of 2026.	If the second public transport corridor is not delivered on time, the buses will lack the necessary infrastructure. Coordination between the two projects is essential to ensure aligned timelines.

	Assumptions	Notes and management strategies
A1	The councils can deliver the outcome within the public road reserve with no necessity to purchase private land.	It will cause additional expenses and time delays if we need to purchase private land, which requires additional approval of one or both councils. A land purchase would need to be justified by its benefits exceeding its costs. It is confirmed that no private land is required.
A2	Traffic resolution approvals will be achieved for the preferred design.	If consultation raises issues which require designs to be changed significantly before traffic resolutions are presented to the relevant Committee or are not adopted, re-design will be required to deliver an approvable solution.
A3	Golden Mile construction on Lambton Quay is dependent on the Harbour Quays project being operational	Lambton Quay construction requires diversions for the duration of construction.
A4	Golden Mile exceeds capacity in 2032 (saturation point), and bus services need to be accommodated elsewhere in the network	Buses are forecast to exceed 130 bus per hour in 2032, which will start to impact the wider transport network as buses start queuing to enter the Golden Mile.
A5	The solution is expected to be in place for the next 10-15 years.	In 10 to 15 years, the demand for public transport will likely necessitate the consideration of rapid transit systems.
A6	The Cross City Bike Connection project will address the issues in the corridor for bikes.	The Cross City Bike Connection is looking at the connections from the Railway Station to Kent Terrace and Brooklyn Road.

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	Assumptions	Notes and management strategies
A7	Golden Mile was expected to reach capacity by end of 2025, requiring services to be relocated to other parts of the network. The solution will be implemented for the next 10 to 15 years to resolve the capacity constraints on Golden Mile.	If the assumption is not validated, we will experience declining bus speeds and increased unreliability due to greater congestion and at least 3 or 4 buses travelling together. This will hinder the achievement of regional mode shift targets, impact productivity, and prevent the addition of new services, resulting in unmet customer demand. Consequently, there will be reduced funding for new buses and services, requiring councils to rethink how they reformulate how they meet customer demand.
A8	We assume the new councils (WCC and GWRC) will support the project.	Unless the assumption is validated, the project team will need to take more time to show the new Council the project's importance. The project may need to be stopped or rescoped.
A9	The elections will not slow down our ability to communicate and engage with stakeholders.	It may be necessary to reconsider decisions made during the election period if the assumption is not validated. The project team will plan accordingly and seek the Joint Steering Groups guidance on information sharing.

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4. Economic case

The purpose of the economic case is to assist in determining the preferred way forward for the project.

4.1. Critical Success Factors

CSFs are the attributes essential to successful delivery of the investment, against which the project options can be assessed. The CSFs must be crucial rather than desirable.

The CSFs for the project were developed through workshops held in early 2025 and then updated for this business case. These are set out in the table below.

Table 15: Critical Success Factors

CSF Dimension	Considerations	Investment-specific CSFs/Explanation
Strategic fit and business needs	Is the option aligned with the WCC, GWRC and national key strategies? How well does the option fit the investment objective, business need and service requirements?	• The project is aligned with the strategies, goals and other projects of WCC. For example: o WCC LTP 2024-34, Te Atakura First to Zero 2019 Strategy, Wellington City Spatial Plan (2021), WCC Economic Wellbeing Strategy, Paneke Pōneke: Bike Network Plan and Golden Mile SSBC. • The project is aligned with the strategies and goals of GWRC. For example: o Wellington RLTP 2021-2031, GWRC LTP 2024-34. Bus Priority Action Plan 2019 and Wellington Regional Transport Emissions Reduction Pathway 2023. • The project is aligned nationally, for example: o Government Policy Statement on Land Transport 2024-34, NZTA's Arataki 30 Year Plan, NZTA's Aotearoa urban street planning and design guide, NZ Emissions Reduction Plan, NPS on Urban Development and announced SH1 Wellington Improvements RON's project. • The project can meaningfully contribute to achieving the investment objectives (as set out above in the Strategic Case).

CSF Dimension	Considerations	Investment-specific CSFs/Explanation
Potential achievability *[Resourcing, technical and programming]*	How well will the option deliver given both council's ability to respond to changes? What are the technical risks involved in developing or implementing this option? When can the option be delivered?	• WCC and GWRC have the capacity and level of skill to deliver this project. • Regulatory approvals, such as resource consents and traffic resolutions, can be achieved. • The project will be able to satisfy a Road Safety Audit. • The project can be constructed in a reasonable timeframe, and in particular, it can be implemented by the end of 2026.
Potential value for money	Does the option provide a good value for money in terms of achieving the identified benefits?	• The benefits of this project will outweigh the cost (including cost of disruption during construction).
Potential affordability	How well can the option be funded from available sources of finance? Is there any impact on the both council's overall financial performance resulting from doing this project?	• Funds have been identified in the WCC and GWRC's LTPs for design and implementation costs. • Operational and capital costs are affordable throughout the project's lifecycle (noting there is likely to be some on-street parking revenue lost from parking removal). • As compared to taking no action, the project provides better outcomes within the affordability envelope.
Supply-side capacity and capability	Can the suppliers deliver the option? Will the option be attractive to the supply side?	• Suppliers have the capacity and capability to deliver the project. • A competitive construction tender opportunity will be provided to potential suppliers through this project.

For avoidance of doubt, the performance of the preferred option (see section 4.10) has been assessed against the above CSFs in the table above.

4.2. Long list corridor options and initial options assessment

The Strategic Case indicated that the city's only current public transport corridor, the Golden Mile has reached the limits of its operational capacity and will experience severe bus congestion by 2032, significantly affecting both travel times and travel time reliability. As almost all Wellington bus services use this corridor, the impact would be network-wide.

There are two options to address this problem: reducing demand or increasing capacity.

Since reducing demand contradicts several of WCC and GWRC's strategies and policies that promote public transport (as identified in the Strategic Case), **the preferred approach is to increase the capacity of the bus network through the central city**.

Capacity on the Golden Mile corridor is constrained by the limited road capacity of the corridor (ie the road cannot be easily widened) and therefore an additional public transport corridor is required elsewhere to provide extra capacity.

A second public transport corridor is therefore required to provide additional public transport capacity through the central city, as can also support the upgrades to the Golden Mile

This additional public transport corridor will allow for the introduction of current services onto that corridor moving them off the Golden Mile, increased service frequencies on existing routes, and provide redundancy in the event of the Golden Mile being disrupted.

4.3. Long list assessment and recommendations

Interim and permanent options for the second public transport corridor were initially developed and assessed across a series of workshops in July 2024. These workshops were attended by representatives from WCC, GWRC, NZTA and consultants. The process undertaken is documented in the Harbour Quays Options Assessment Report (Rev 2, WSP, 13 August 2024) attached as **Appendix B**.

At the time of undertaking the long list assessment, WCC and GWRC were pursuing a phased approach for delivery of the second public transport corridor so were looking at both permanent and interim options. Analysis in this section aligns with this and includes both:

- Interim improvements would be implemented to address the short-term needs of the central bus network (e.g. for the first 10 years). Identified as options referenced with a "T" below.
- Permanent improvements in the long-term. Identified as options referenced with a "P" below.

Whilst a phased approach is no longer being taken, both WCC and GWRC considered the optioneering process undertaken in 2024 was still valid in terms of identifying and assessing a long list of options, and that any future option and development process would build on this work. Therefore, these options are outlined below.

For both the interim and permanent options, two high-level road corridors were considered for a second public transport corridor parallel to the Golden Mile; no other corridors that would achieve the objectives are realistically available. The two corridors are:

- The Harbour Quays corridor which comprises Whitmore Street, Customhouse Quay, Jervois Quay, Cable Street, and Wakefield Street to Kent Terrace.
- The Featherston corridor which comprises Whitmore Street, Featherston Street, Hunter Street, Victoria Street, and Harris Street before connecting to Jervois Quay and the rest of the Harbour Quays route.

Two interim options and eight permanent options were developed as part of the long-list.

The two interim options, as shown in Figure 5[19] were referred to as follows:

- T01: Featherson Street - Split Bus Route, which splits northbound and southbound buses between the Harbour Quays and the Featherston route (it is noted at the time of the assessment bikes were proposed to be accommodated on the Harbour Quays).
- T02: Harbour Quays - Kerbside Bus, which has buses in both directions on the Quays on either side of the road (it is noted at the time of the assessment bikes were proposed to be accommodated on the Featherston Street route).



Figure 5: T01 and T02 interim bus routes

The permanent options are outlined in Table 16 below (see **Appendix B** for more detailed information). These all pivot around the two main corridors of Featherston Street and the Harbour Quays but involve greater levels of infrastructure change to enforce the status and priority of the bus routes.

Table 16: Permanent bus route options

Option Category	Option
P01 – Split bus route	P01A: Split Bus Route via Harris Street including converting Wakefield Street into a two-way busway.
	P01B: Split Bus Route Variant via Wakefield Street including converting Wakefield Street into a two-way busway.
P02 – Buses both ways on Quays, bikes on Featherston route	P02A: Buses Kerbside on Quays – buses would travel in Kerbside lanes.
	P02B: Buses Cityside on Quays – two-way buses on the current northbound carriageway, closing a number of side streets
	P02C: Buses Centre-Running on Quays – buses would travel in a new two-way bus route in the middle of the Quays, replacing the current median.

[19] See: Harbour Quays Options Assessment, Wellington City Council, August 2024.

Option Category	Option
P03 – Buses on Featherston	P03: Buses on Featherston – two way buses on Featherston Street with no general traffic.
P04 – Buses and bikes on the Quays	P04A: Buses and Bikes Cityside on Quays – similar to P02B but also including a two-way cycle lane in the same corridor.
	P04B – Buses Cityside and Bikes Waterfront Side on Quays. Similar to P04A but the cycleway is on the current southbound carriageway.

All 10 options were evaluated against a range of criteria across seven categories: Bus, Bikes, Pedestrians, Place, Strategic Alignment, Effects, and Implementability and this assessment can be found in Harbour Quays Option Assessment Report (see **Appendix B**).

The Harbour Quays Option Assessment Report (which was written at the time that the development of an additional public transport corridor was going to be phased) stated the following conclusions regarding the preferred interim and permanent options:

> *The preferred interim option was T01 – Split bus route. This option avoids the need for bus passengers to cross the Quays to access Golden Mile or nearby destinations. It allows both the Featherston and Quays routes to be tested for traffic and bus travel time impacts. It also avoids the added costs of providing a contra-flow bike facility along the Featherston route.*
>
> *No preferred option was selected for a permanent solution. While options P03, P04A, and P04B scored highest, it was agreed amongst stakeholders that more information is needed to more robustly test the options. It was agreed that all the options tabled through this options assessment process will remain to be considered through a robust Business Case process. No options were fatally flawed based on the available information. However, funding availability may mean some options are not feasible.*
>
> *While identifying the need for bike provision as part of this process, the addition of bike infrastructure may be done at a later stage of the project.*

4.4. Short listed options

Following the completion of the long list options assessment in mid-2024, several key changes occurred in the overall context of the project, as outlined below:

1. A start date for the Golden Mile enabling works was confirmed and, alongside this, confirmation that the project needed to be in place before construction starts on the Lambton Quay section of the Golden Mile in 2028.
2. WCC confirmed that they will not be looking to invest in a permanent solution in the short to medium term, and therefore this project needs to be in place for the next 10-15 years.
3. The funding envelope for physical construction of the project was confirmed as being $6M-$8M.

These changes were expected to influence the relative preference between the interim and permanent options. To help determine this, the project team assessed the do nothing, interim, and permanent options against the CSFs outlined in the table below.

The assessment focused on the most relevant considerations for each CSF. It is noted that the "Supply-side capacity and capability" CSF was not considered applicable for this particular evaluation.

Table 17: Assessment options against the Critical Success Factors

Critical Success Factor Dimensions	Relevant CSFs Considered by Project Team	Options		
		Do Nothing	Interim Options	Permanent Options
Strategic fit and business needs	The project is aligned with the strategies and goals of WCC, GWRC and national strategies	Does not align.	Good alignment	Good alignment
Potential achievability [Resourcing, technical and programming]	• WCC and GWRC have the capacity and level of skill to deliver this project. • Regulatory approvals, such as resource consents and traffic resolutions, can be readily achieved. • The project can satisfy a Road Safety Audit.	N/A	• Interim options are implementable. • Further assessment will be undertaken to confirm achievability in the Developed and Detailed design phases.	• Permanent options are implementable. • Further assessment will be undertaken to confirm achievability in the Developed and Detailed design phase.
	The project can be constructed in a reasonable timeframe, and in particular, it can be implemented by	No construction needed.	Implementation is possible in the 2025/2026 and 2026/2027 financial years.	Implementation is unlikely to be possible from the 2026/2027 financial year (but ultimately depend

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Critical Success Factor Dimensions	Relevant CSFs Considered by Project Team	Options		
		Do Nothing	Interim Options	Permanent Options
	the end of 2026.			on the option to be pursued).
Potential Value for Money	As compared to taking no action, the project provides better outcomes within the affordability envelope.	No better outcomes are achieved.	The 2024 MCA showed good outcomes in relation to the bus criteria and the options were within the affordability envelope.	The 2024 MCA showed good outcomes in relation to the bus criteria however, the options were not within the affordability envelope.
Potential affordability	Funds have been identified in the WCC and GWRC's Long Term Plans for design and implementation costs.	No funds needed.	Can be entirely funded from existing WCC and GWRC budgets.	Higher costs mean that these options cannot be funded from existing WCC and GWRC budgets. Accordingly, a FAR contribution from NZTA would be needed. This may also not be possible due to national transport funding constraints.
	Operational costs are affordable throughout the project's lifecycle (noting there is likely to be some on-street parking revenue lost)	No changes to operational costs.	Minimal changes to operational costs.	Minimal changes to operational costs.

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From this analysis two key decisions were made:

1. **All of the permanent options were discounted**, as:
    - They involved significant new infrastructure which would not be affordable within the funding envelope and therefore are not considered reasonably practicable at this stage given the broader fiscal constraints faced by WCC that resulted in the funding available for this project being reduced.
    - They would not be able to be implemented before 2028 and therefore would not meet investment objectives 1 and 2, which require development of the alternative route by December 2026.
2. It was determined that some further development was needed on the interim options as they would be required to have a longer design life than had been previously envisaged.

Accordingly, the two interim options identified from the long list process have been short-listed as the only reasonably practicable options that would achieve the investment objectives. These two options have been subject to further development and evaluation.

To provide a suitable basis for comparison, a Do Minimum option was developed in preference to a Do-nothing option. These options are outlined below.

Option 0: Do Minimum

The Do Minimum involves retaining all buses on the Golden Mile including the buses that currently stop/start in Brandon Street with bus growth in line with projected population and passenger growth (e.g. up to 130 buses per hour by 2032). With the completion of the Golden Mile project, including the closure of Brandon Street, all bus routes currently terminating at Brandon Street would be rerouted onto the Golden Mile.

Option T01: Featherston Street

As shown in Figure 66, Option T01 follows a southbound route along Whitmore and Featherston Streets before exiting onto Jervois Quay. The exit onto Jervois Quay would occur via Hunter Street, or Willeston Street, or Harris Street. The latter two options would necessitate the southbound route also being located along the northern section of Victoria Street. Existing connections further south of Harris Street (e.g. via Wakefield Street or Victoria Street) were considered and discarded due to construction disruption constraints that would be created by the Te Ngākau build.

From the final exit onto Jervois Quay, the route continues along Customhouse Quay, Jervois Quay, Cable Street, and Kent Terrace before terminating at the Kent / Cambridge Terraces / Courtenay Place intersection. The northbound route starts at Kent/Cambridge Terraces and traverses the Harbour Quays all the way to Whitmore Street where it re-joins the southbound route north of Featherston Street.

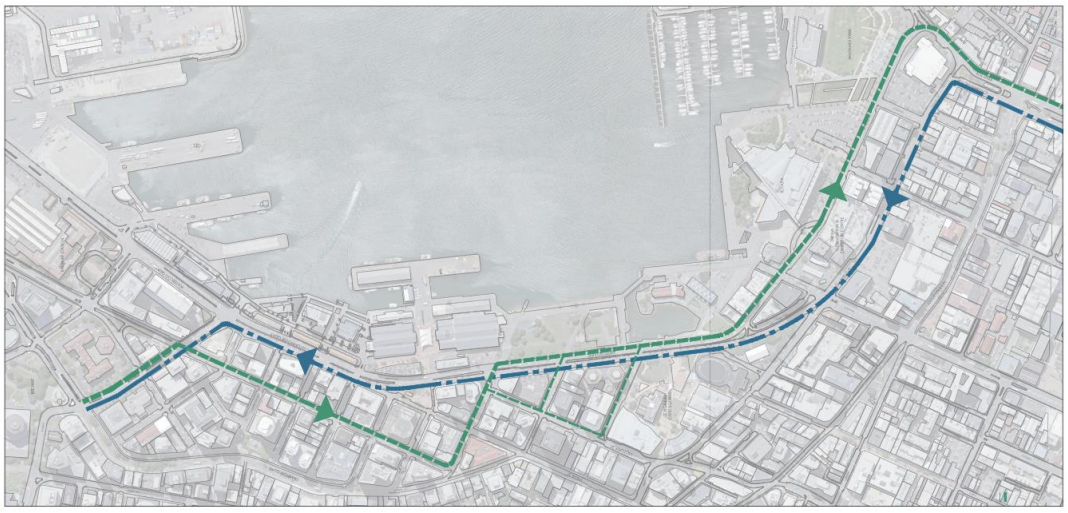

Figure 6: T01 Featherston Street route alignment

Further detail on Option T01 is contained within the Harbour Quays Draft Concept Design Report attached as **Appendix C**.

Option T02: Harbour Quays

In summary, and as shown in Figure 77, Option T02 follows a southbound route along Whitmore Street before exiting onto Customhouse Quay. The route continues along Customhouse Quay, Jervois Quay, Cable Street, and Kent Terrace before terminating at the Kent / Cambridge Terraces / Courtenay Place intersection. The northbound route is the same route as southbound (and the same as T01).



Figure 7: T02 Harbour Quays route alignment

Further detail on Option T02 is contained within the Harbour Quays Concept Design Report attached as **Appendix C**.

4.5. Bus stop location strategy

In parallel with the route corridor option assessment, a bus stop location strategy[20] was developed specifically to inform bus stop location options for the short listed options of the Featherson Street option and the Harbour Quays option. This work was undertaken at this stage of the project so this information could be used to feed into the MCA process for the short listed options.

Development of this strategy considered:

- Bus stop catchment analysis, including identifying an ideal spacing of between 250m and 400m.
- Locations and connection to major destinations along the corridor.
- Connection to other transport interchanges, including stops on the Golden Mile.
- Pedestrian connectivity, including proximity to safe pedestrian crossing points.
- Bus accessibility and manoeuvrability.
- Impacts to general traffic.
- Potential infrastructure requirements, including ease of construction.

Initial potential bus stop locations

Based on the constraints and operational requirements for both corridor options, the strategy identified 12 potential bus stop locations for the project. The general locations of the potential bus stops for both corridor options are shown in the figure below and served as key inputs for the corridor option evaluations.



Figure 8: Featherston Street option and Harbour Quays option bus stop locations

Preferred option bus stop locations

In July 2025 a review of the number and location of bus stops was undertaken for the preferred Harbour Quays option. This review included a value engineering exercise to enable the project to remain within the budget allowance.

[20] See Appendix B for further information on the Bus Stop Location Strategy.

The review resulted in both the northbound and southbound bus stops in Whitmore Street being removed for several reasons

- There is uncertainty as to whether these stops can work operationally with the proposed buses, particularly in the northbound direction where numerous services would need to cross two lanes to make a right turn into the Lambton Interchange within a short distance of the stop.

These stops additionally were going to be expensive to build compared to other stops due to the requirements for services and other aspects. This review resulted in now having a proposed 10 bus stops, five in each direction.

4.6. Key assumptions for use in the MCA

The following key assumptions were used to inform short listed corridor option development and the MCA process:

- The project needs to be operational prior to construction of the Lambton Quay section of the Golden Mile project in 2028. The Golden Mile project is expected to be fully operational by 2031.
- The project will provide an additional public transport corridor to the Golden Mile corridor that will permanently accommodate selected bus routes moving through the central city.
- The project will also accommodate additional bus routes rerouted as a result of construction activities on the Golden Mile for a temporary period (nominally 1-2 years).
- Construction of this project is scheduled for 2026 and is expected to accommodate forecast bus and passenger volumes for up to 10 years.[21]
- The bus capacity for the project is based on anticipated growth and uptake that has been identified by GWRC. In summary it is expected that:
    - 90-140 buses per peak hour may need to use the project corridor during the Golden Mile construction period.
    - 30-60 buses per peak hour will use the Harbour Quays corridor post Golden Mile construction (interpeak frequency is expected to be in the order of 20-30 buses per hour).
- It is anticipated that express, commuter, and longer-distance regional services will operate along the project corridor, while regular all-day Wellington city services will continue to focus on the Golden Mile.
- The budget for the physical construction works for the project is between $6M-$8M. Accordingly, as a rule of thumb, all physical works are expected to be minimised and contained to the existing carriageways where practical. For example, in-line bus stops rather than indented stops are anticipated. In-line stops are also preferred for journey time reliability.
- All sections of the project will have a posted speed limit of 50km/h. Emergency vehicles will have full, priority access to the project corridor.
- All new project assets will be owned by either WCC or GWRC.

[21] When bus volumes approach 80 – 100 vehicle per hour (excluding temporary diversions for construction of the Golden Mile), it is likely that additional changes to the corridor will be required.

4.7. MCA of the short-listed options

Over the course of January and February 2025, an MCA was used to help inform a decision on the preferred corridor option.

The MCA built on the earlier August 2024 assessment; however, only the criteria deemed significant or useful for distinguishing between the two short listed options were carried forward for this evaluation.

Specialists from the project team, WCC, and GWRC were identified to assess and score each criterion. These specialists were briefed during a meeting held in January 2025, where the options were presented and the MCA methodology was discussed. The briefing paper is provided in **Appendix D**, with key elements summarised below. For clarity, and as discussed further below, this assessment did not include consideration of the addition of full or part time bus lanes at the time. A further appraisal of the impacts of bus lanes is provided in Table 29: later in the section.

The MCA criteria used to evaluate the two corridor options is set out in the table below.

Table 18: MCA Criteria used to evaluate the Short-Listed Options

MCA Assessment Category (as per 2024 MCA Report)	Sub Criteria Assessment	Matters considered
Bus	Bus Travel Times and Reliability (Proxy for IO1)	• Travel time and reliability on the new route • Travel time and reliability on Golden Mile • Wider bus network impacts
	Route Legibility	• Likely passenger experience of network with two spines including relationship of inbound and outbound services and stop pairing
	Network Capacity (Proxy for IO2)	• Ability to cater for higher-capacity public transit in the future • Ability to provide for disruption from planned and unplanned events on the Golden Mile • Overall bus network capacity • Passing ability at bus stops • Bus performance during Golden Mile construction
Pedestrians	Safe and Convenient Pedestrian Access and Movement (Proxy for IO3)	• Safe and convenient access between the route and city destinations • Safe and convenient access between the route and waterfront destinations • Pedestrian level of service along and across Featherston Street • Pedestrian level of service along and across the Quays (including Wakefield and Cable)
	Pedestrian Level of Service (Los) at Bus Stops	• Pedestrian level of service at new bus stop locations including pinch points, cover and environment

MCA Assessment Category (as per 2024 MCA Report)	Sub Criteria Assessment	Matters considered
Bike	Does not preclude future cycle routes or connections to existing routes	• Impact on creating future bike routes through the city • Impact on number of people riding into the city • Impacts on cycle LoS
Effects	Impact on general traffic	• Impact on general traffic travel times • Impact on traffic network which could affect adjacent multi-modal routes
	On-street parking impact	• Net loss per option • Impact on taxi, accessible and diplomatic parks, considering re-location
	Business impact	• Short-term retail impact during construction • Long-term retail impact – including benefits due to increased activity
	Construction and Constructability	• Ease of construction • Transport network impacts during construction • Pedestrian/bus user impacts during construction of bus stops

MCA evaluators were asked to score the performance of the future Do Minimum, Featherston Street, and Harbour Quays options against their assigned criteria using the seven-point scoring scale shown in the table below. To ensure consistency and comparability, the existing situation was assigned a baseline score of 0 for all criteria.

Table 19: Seven-point scoring scale

Magnitude	Score	Definition
Large Positive	+3	Major positive impacts resulting in substantial and long-term improvements or enhancements of the existing environment.
Moderate Positive	+2	Moderate positive impact, possibly of short-, medium- or long-term duration. Positive impacts may be in terms of new opportunities and outcomes of enhancement or improvement.
Slight positive	+1	Minimal positive impact, possibly only lasting over the short term. May be confined to a limited area.
Neutral	0	Neutral – no discernible or predicted positive or negative impact. Counterfactual could be the do-minimum or do-nothing,
Slight negative	-1	Minimal negative impact, possibly only lasting over the short term, and definitely able to be managed or mitigated. May be confined to a small area.
Moderate Negative	-2	Moderate negative impact. Impacts may be short-, medium- or long term and are highly likely to respond to management actions.

Large Negative	-3	Impacts with serious, long-term and possibly irreversible effect leading to serious damage, degradation or deterioration of the physical, economic, cultural or social environment. Required major rescope of concept, design, location and justification, or requires major commitment to extensive management strategies to mitigate the effect.

MCA evaluators were asked to assess the impacts and effects of each option in relation to their assigned criteria and document the key rationale behind their scores. They were also asked to discuss their assessments with reviewers from WCC and/or GWRC before presenting their final scores at the MCA workshop held in February 2025.

The MCA evaluators populated a workshop slidepack which was presented at the workshop. This is attached as **Appendix E**. The purpose of the workshop was to discuss and challenge each of the specialist scores and identify a technically preferred option taking all criteria into account. The workshop was attended by key members of the project team, specialists, and reviewers.

General agreement was reached with attendees in relation to all criteria apart from the two Pedestrian sub-criteria. Further refinement of these was undertaken post workshop with additional input from GWRC, and the outcomes reported back to the project team.

The final scores from the MCA process, including post workshop updates, is summarised in the table below.

Table 20: MCA final scores and key evaluation remarks

	Do Min	T01 [22]	T02 [23]	Comment and Key Differentiators
Bus Travel Times and Reliability (Investment Objective 1)	-3	2	2	If nothing is done, the capacity of the Golden Mile will be significantly exceeded affecting travel times and reliability. Both options take buses off the current route enabling buses to operate more efficiently than both the future Do Min and currently.
Route Legibility	2	-1	1	Having all buses on a single spine is most legible. Having two-way buses on two spines is also legible. Having second spine northbound and southbound buses on different routes is less legible.
Network Capacity (Investment Objective 2)	-3	1	2	If nothing is done, the capacity of the Golden Mile will be significantly exceeded. Both routes will improve capacity, but T01 has potential capacity limitations on Whitmore Street, Featherston Street and Hunter Street. T02 also has capacity limitations on Whitmore Street but not the other locations.

[22] Featherston Street option
[23] Harbour Quays option

	Do Min	T01 22	T02 23	Comment and Key Differentiators
Safe and Convenient Ped Access and Movements (Investment Objective 3)	1	-1	-2	Do Min is better than current situation due to Golden Mile project, but outcome impacted due to heavy bus congestion. T02 worse than T01 as the Quays are a barrier to pedestrian movement and potentially less safe.
Pedestrian LoS at Bus Stops	1	0	0	Improvements in Do Minimum due to Golden Mile. Options worse than Do Minimum due to simpler stops and less waiting area on second spine routes.
Does Not Preclude Future Routes or Connections to Existing Routes	0	-2	-1	T02 performs better than T01 as it leaves Featherston Street available for a cycling connection, whereas T01 creates conflict with bikes across both corridors, limiting future options.
Impact on General Traffic	0	-1	-1	Both options impact on general traffic travel time and variability as buses are added to existing traffic lanes. Although the options score similarly, there is a risk of greater impact with T01 due to the more complex route and less opportunities for traffic to pass buses on Featherston Street.
On Street Parking Impact	0	-1	-1	Both options affect parking, but the impact is relatively small in comparison to the length of the routes. T01 impacts 33 spaces and T02 impacts 25 spaces.
Business Impact	-2	1	2	Do Minimum scores poorly due to the bus and passenger crowding on the Golden Mile affecting the quality of the road and footpath environment. T01 and T02 score better due to having a greater spread of commuters through the city and increased business opportunities along new pedestrian flow routes. T02 better than T01 as it doesn't impact parking and stops for Featherston Street businesses.
Construction and Constructability	0	-1	-1	Both options are only expected to have a minor impact during construction as construction activities are relatively minor. T02 slightly better than T01 as traffic management is easier on the Waterfront Quays than Featherston Street.

MCA outcomes

In relation to the Bus criteria (which relate to key investment outcomes sought), the Do Minimum scores very poorly due to the extensive congestion forecast on the Golden Mile. Both options provide significant improvement over the Do Minimum (and the current situation) in relation to travel times and capacity. Route legibility is not as positive for the options, as this is a symptom of creating a new second public transport corridor for users. Overall, the scores for these criteria show that both options respond well to the investment objectives, and that the Harbour Quays option scores better than the Featherston Street option.

The scores for the *Safe and Convenient Pedestrian Access and Movements* criteria reflected the issue of creating a new second public transport corridor that is away from the key pedestrian areas of the Golden Mile. Both options perform worse than the Do Minimum as they move pedestrians to another corridor. However it was acknowledged that the second public transport corridor may also in fact bring some bus passengers closer to their destination and will likely see the streets between the Golden Mile and the waterfront overtime become increasingly activated and more attractive for pedestrians overtime.

The Harbour Quays option scores better than the Featherston Street option for fit with future cycle routes as it leaves Featherston Street available for a priority cycle connection to be built on this street in the future.

In relation to the Impacts criterion, all options score similarly, and slightly worse than the Do Minimum, except for Business Impact, where it is considered that providing an additional public transport corridor could increase footfall and help activate additional street frontage and provide a boost to businesses on this second corridor.

When considering all criteria together:

- Harbour Quays outperforms Featherston Street under four criteria: Route Legibility, Network Capacity, Future Cycle Routes, and Business Impacts. The Network Capacity is one of the most important criterion as it reflects the project's investment objectives.
- Featherston Street outperforms Harbour Quays only in relation to Safe and Convenient Access for Pedestrians. This is due to pedestrians needing to cross the Harbour Quays under that option.
- Neither the Featherston Street option nor the Harbour Quays option scored "-3" under any criteria (whilst the Do-minimum received two "-3s")
- Each option only scored "-2" for one assessment category each (i.e. the pedestrian criterion for the Harbour Quays option, and the cycling criterion for the Featherston Street option). These impacts may be able to be mitigated with further investigation.

Since the Featherston Street option outperformed the Harbour Quays option in only one criterion and there was no disagreement on the scores across all criteria, the MCA workshop participants agreed that undertaking weighting scenario assessments (for further testing the options under different settings) was unnecessary.

Overall, the MCA process identified **the Harbour Quays option as the best-performing option.** It scored highest against the key investment criteria and outperformed the Featherston Street option overall.

4.8. Economic assessment of the short-listed options

Due to the accelerated nature of this business case, and as a full MCA had been completed, a full economic analysis was not undertaken on the short listed options, but rather would be undertaken on the preferred option once it was confirmed.

To inform the MCA, economic performance was inferred by considering key benefits and cost outcomes identified from the transport modelling that had been completed prior to the workshop. These outcomes are summarised in the table below. It is noted that post the MCA workshop further investigations into the economic performance of the two options was undertaken. These updates can be found in the *WCC Harbour Quay Second Spine – Traffic Modelling Assessment Report* (see **Appendix F**).

Table 21: Proxy benefits and cost outcomes presented at the MCA workshop

	Option 0: Do Minimum (2022 Base Case)	**Option T01 2022: Featherston Street**	**Option T02 2022: Harbour Quays**
Proxy Benefits			
Total Network Travel Time (TT) AM Peak (hours)	21,820	22,434	20,836
Total Network TT PM Peak (hours)	23,637	23,785	25,475
Total Vehicle Kilometres Travelled (VKT) AM Peak (kilometres)	685,156	688,825	687,683
Total Vehicle Kilometres Travelled (VKT) PM Peak (kilometres)	847,180	842,762	845,488
Proxy Cost			
Length of route, number of bus stops and number of intersections are all similar	$0	$6-$8M	$6-$8M

The traffic modelling[24] outcomes at the time of the MCA showed only small differences between the two options, which is understandable as the model had a large geographical area.

Key observations presented at the MCA included:

- In the AM peak:
  - The key contributing factor is that the Harbour Quays option is primarily affected by southbound traffic.
  - Both the Featherson Street option and the Harbour Quays option were likely to result in increased congestion on Waterloo Quay and Featherston Street southbound, particularly north of Whitmore Street, with the most noticeable impacts occurring just around 9AM.

[24] For the purposes of the MCA and option identification, traffic modelling at the time conservatively assumed no reduction in on-road traffic volumes due to mode shift. For avoidance of doubt, a mode shift sensitivity test was included in the economic analysis of the preferred option.

    - Between the two, the Harbour Quays option was likely to have slightly less congestion when compared to the Featherston Street option.
- PM peak performance comparison:
    - The travel time changes between the two options are relatively minor.
    - The small increases in travel time and delay is likely caused by minor traffic rerouting around the already congested network, especially during 17.00-17.30, and around Jervois Quay and Wakefield Street.

Overall, the modelling completed prior to the MCA workshop concluded that the Harbour Quays option was likely to result in fewer disruptions during the AM peak while delivering similar performance to the Featherston Street option during the PM peak. It was noted at the MCA workshop that more detailed modelling would further help to refine option performance (e.g. modelling the inter peak period and future years).

While full costings were not undertaken for the purposes of the MCA, both the Featherston Street option and the Harbour Quays option were of similar length, required a comparable number of bus stops, and affected a similar number of intersections. A hard capital cost budget of $10 million, with a physical works construction envelope of $6–8 million had been set, meaning the preferred option must remain within this budget.

Accordingly, based on the above, there was no substantive difference between the two options in terms of transport economic benefits or estimated construction costs at the time of the MCA. As a result, it was not possible to identify a clear economically superior option during the MCA stage.

Instead, the preferred option was determined based on overall performance against the MCA criteria outlined above.

4.9. Non-financial benefits and costs

The non-financial benefits identified through the MCA process primarily relate to business outcomes once the new public transport corridor is operational. Establishing a second public transport corridor offers dual advantages: it reduces bus and pedestrian congestion on the Golden Mile, which in turn enhances its amenity and commercial appeal - while also increasing foot traffic along the new corridor, improving business prospects on both corridors.

Both short list options also provide new bus stops at key tourist destinations (e.g. Te Papa / Tākina, Wellington Museum), providing the benefit of making them more accessible to tourists who choose to take public transport.

These non-financial *benefits* are partially offset by non-financial *costs*, such as construction-related disruption. However, this impact is considered minor as the scale of construction is limited.

The Harbour Quays option is expected to improve overall non-financial outcomes when compared to the Featherston Street option. This is because it will better activate the Harbour Quays and have fewer impacts on Featherston Street.

4.10. Options risks

A summary of the critical and high risks is presented in the table below alongside a discussion on whether the risk is greater for one or other of the two short list options.

Table 22: Option risks

Risk	Cause	Consequence	Mitigation	Option Specific?
The preferred option may exceed the construction budget.	Cost increases due to clashes with underground services, additional pavement remediation, bus stop mitigation and / or escalation.	Project design may need to be modified impacting on benefits and implementation timeframes.	Phase approach to design and cost estimating. Independent QS, adequate contingency and monitoring of risks, minimise intrusive works, working with maintenance and ops programmes.	Both options have cost challenges – no option is better than the other.
Bus stop shelters require resource consents or archaeological authorities, which may cause implementation delays.	Some bus stop shelters will require authorisations (in addition to traffic resolutions). These may take time to be secured.	Delays programme and increases Project costs.	Prepare consenting strategy, seek approvals following completion of the Developed Design phase.	Risk for both options. Key locations for consenting risk include the bus stop on Post Office Square.
Lack of stakeholder, public or business support for the Project.	Removing on-street parking or location of bus services to new bus stop locations is considered less convenient by passengers or businesses are concerned that loss of parking will deter custom. Business / building owners concerned that a bus stop will	Delays traffic resolution process leading to construction delays.	Prepare and execute a Communication and Engagement Plan.	Less risk for Harbour Quays as it avoids road space reallocation on Featherston Street and therefore will be less disruptive for existing businesses on this street.

Risk	Cause	Consequence	Mitigation	Option Specific?
	reduce the attractiveness of their stores / buildings.			
Design of Golden Mile bus diversions on Cambridge Terrace and Wakefield Street are developed in isolation of the project.	Golden Mile bus diversions may require temporary bus stops that have very similar design requirements.	If not designed with twin project purposes in mind may lead to extra design costs being incurred.	Coordinate design requirements between the Golden Mile and Harbour Quays project teams.	Same risk for both options.
The Cross City Bike Connection Project is developed in isolation resulting in additional design or design delays.	Lack of integration or the timing of Cross City Bike Connection design, which is yet to start, delays the project's design phases.	Increased design costs and delays.	Input from cycle project into the project MCA, project teams are co-located for design integration purposes.	Harbour Quays presents less risk as it retains the Featherston Street as a road corridor, preserving the opportunity for a future dedicated cycling connection along that route.

Based on the above high level risk assessment, the Harbour Quays option better manages the higher risk elements of the project when compared to the Featherston Street option.

4.11. Preferred option

The preferred option consists of a package of three parts which are all outlined in this business case and summarised in this section:

1. The preferred corridor
2. The potential bus stops
3. Peak hour bus lanes

The preferred corridor

The above analysis shows that **the Harbour Quays corridor option is preferred** through the MCA and risk analysis, and it is likely to have similar costs and monetised and non-monetised benefits when compared to the Featherston Street option.

Following the completion of the MCA process, the WCC/GWRC Joint Steering Group endorsed proceeding with the Harbour Quays option as the preferred option. This endorsement was subject to the condition that the final transport modelling would not reveal any critical issues ("show stoppers") and that concerns related to weather exposed

bus stops and pedestrian access across the quays could be effectively addressed during the developed design phase.

The Harbour Quays option provides a second public transport corridor through central Wellington to eliminate bus congestion on the Golden Mile. It will provide for buses to use the waterfront quays between the Railway Station and Kent and Cambridge Terraces as outlined in Figure 99 below.



Figure 9: Preferred option - Harbour Quays

The key outcomes of implementing the preferred option are summarised in Table 23 below.

Table 23: Preferred option outcomes

Aspect	Outcome
Investment objective1: **To enhance travel time and operational efficiencies and resilience** (in response to planned and unplanned disruptions) through the development of a second public transport corridor by December 2026	The Harbour Quays option delivers a second public transport corridor along the Harbour Quays. • There will be 2-6 minute bus travel-time savings in the peak periods for bus services moved to the Harbour Quays corridor in 2033 (eg those buses that currently travel down the Golden Mile, when travelling now on the Harbour Quays will be 2-6 minutes faster). • With Harbour Quays in place there will be about a 0-1 minute bus travel time savings in the peak periods for the bus services which remain on the Golden Mile corridor in 2033 (eg in 2022 the trip takes about 15 minutes between Cambridge Terrace and Whitmore St, and by 2033, with Harbour Quays in place, this trip will still take about 15 minutes). • Supports planned disruptions along the Golden Mile during planned works • Reduces current travel variability of >30% • Provides direct access to regional destinations such as Te Papa.

Aspect	Outcome
	Having a second public transport corridor will also: • Provide more flexibility and redundancy for the public transport network to respond to planned and unplanned disruption, enabling buses to use either corridor during these events. • Maintain operational efficiencies for the public transport network during construction of the Golden Mile project.
Investment objective 2: **To increase the public transport capacity through the central city** by creating a second public transport corridor by December 2026 due to the currently constrained Golden Mile	• The Harbour Quays design is expected to support 30-60 buses per hour, with the ability to accommodate all buses during temporary closures of the Golden Mile. • The capacity of the Golden Mile, after implementation of the Golden Mile (upgrade) project is expected to have an optimal capacity of 50-80 buses per hour, capped at 100 buses per hour. • This level of buses on the Golden Mile aligns with international optimum levels of 80 buses per hour per lane. Higher levels than this and buses become less dependable with longer dwell times, less reliability and "stacking" of buses. • A second public transport corridor will enable buses on both the Harbour Quays and Golden Mile to be faster than current and predicted speeds on the Golden Mile. Current speeds are 8km/hr with optimum speeds being 14km/h. • Without Harbour Quays the Golden Mile speeds are projected to fall to 3-6km/hr at which time the journey along the Golden Mile will take 28 minutes. • Currently modelling show that this is will result in queuing of bus services on the wider local road network while waiting to access the congested Golden Mile (e.g. along Cambridge Terrace during peak travel times can be expected). This will impact general traffic on the wider network as well. If Golden Mile capacity issues are not addressed, the flow of buses along the Golden Mile will slow to a crawl and buses in the future will overflow and queue on the wider local road network while waiting to access the Golden Mile - for example, increased bus queuing along Cambridge Terrace during peak travel times can be expected. This outcome impacts on general traffic on the wider network as well. The Harbour Quays corridor is a six-lane road with available road network capacity. If peak time bus lanes are implemented, buses would need to share lanes with

Aspect	Outcome
	general traffic (i.e. outside of the bus lanes operating hours).
Investment objective 3: To enhance connectivity and safety along and across the Harbour Quays corridor for all modes of travel by 2030 to support urban activation.	• With increased pedestrian movements across the Harbour Quays, changes to the signalised crossings will improve pedestrian movement across the Harbour Quays. • The Harbour Quays development will integrate with the Cross Connections Cycleway.
Advantages	The Harbour Quays option provides a high capacity, legible and high performing second public transport corridor for Wellington, enabling efficient bus journeys on both the Golden Mile and the Harbour Quays. The new corridor will enable GWRC to increase service frequencies or introduce new routes in the future, while also providing an alternative corridor for buses in the event of disruption on the Golden Mile. Passengers who live or work close to the Quay will now have less distance to walk to access their bus service.
Trade-offs	While improvements in capacity, travel time, and travel time reliability will deliver transport benefits, the new Harbour Quays bus stop locations will require passengers who work or live to the west of the Golden Mile to walk further to access their bus services. Passengers will also need to cross the Harbour Quays corridor to reach their southbound services, which may result in some safety issues if not mitigated appropriately. Additionally, if peak bus lanes are introduced (in combination with in-line bus stops) to improve bus travel times and reliability, there will be impacts on general traffic travel times along the waterfront.
Benefits	See the Economic Analysis section below. In summary: • 10-year project life Net Present Value (NPV) at a 2% discount over a 10 year period: $19.2M[25].
Costs	Construction cost: $8M
BCR	See the Economic Analysis section below. The headline BCR is as follows: • 2.9 (10-year project life at a 2% discount rate)
Residual Risks	Further work will be required during the developed and detailed design phases including:

[25] Excludes mode shift and general traffic benefits.

Aspect	Outcome
	• Careful management of construction costs to ensure the affordability envelope is not exceeded. • Ensure appropriate design for mitigation of the connectivity issues for pedestrians - including crossings and Crime Prevention Through Environmental Design (CPTED) related matters. • Further traffic signal optimisation to ensure that the transport network in this location is operating as efficiently as possible. • Ensure bus stop shelters and surrounds are appropriately designed.

The potential bus stops

The initial bus stop location strategy (see section 4.5 above) and subsequent review identifies a number of considerations for bus stop locations and identifies a potential ten bus stops on the Harbour Quays corridor, five in each direction.



Figure 10: Potential bus stop locations

Peak hour bus lanes

The use of bus lanes on Harbour Quays was considered as part of this business case (see section 4.14 and **Appendix G** for more information). There are currently 6.5km of bus lanes within Wellington City with 2.5km of this being added in 2022-2024.

This included a concept for bus lanes that establishes the start, end and geometry of bus lanes along both the north and south bound directions of travel and includes the following key features:

- Part time bus lanes only in operation during peak periods (nominally 7.00am to 9.00am and 4pm to 6pm, noting that further investigations will confirm exact time periods).
- Bus lane widths will generally be between 3 and 4 metres.

- Signage and road marking will be consistent with Traffic Control Devices (TCD) manual Part 5 and the MOTSAM, part 1, Section 2-38.[26]

As part of this assessment:

- The original MCA assessors were asked to provide comments specifically on the potential inclusion of bus lanes in relation to their individual assessment criteria.
- The project team modelled the potential introduction of part-time bus lanes along the preferred Harbour Quays corridor to help understand the possible benefits and costs of this treatment option. Key observations from the modelling can be found in section 4.14

4.12. Economic analysis for preferred option

Appendix F provides further information on the economic appraisal for the preferred option.

Assumptions

The following key assumptions were used for the economic appraisal of the preferred option:

- The base model and forecast model were based on the Wellington Transport Analytics Unit's (WTAU) Aimsum Transport Model (Version 20.0.4).
- Periods modelled and used for this assessment are:
  - AM Period: 6am – 10am
  - Inter Period: 10am – 2pm
  - PM Period: 3pm – 7pm
- Annualization factors assumed:
  - The benefit analysis includes only the 12 modelled hours; off-peak periods are not accounted for in the assessment.
  - Only workdays are incorporated in the benefits analysis, assuming 240 days a year (i.e. public holidays and weekends are excluded).
- Two modelled years were used including the base year of 2022 without the Golden Mile scheme, and a future forecast year of 2033 including the Golden Mile scheme and future growth from the Wellington Regional Demand Model.
- Benefits between 2022 and 2033 have been linearly interpolated, and benefits beyond 2033 are capped at the 2033 level.
- Discounting assumptions are summarised below:
  - Time Zero: 01/07/2024
  - Year of Estimate: 2025
  - Construction Period: 1 year
  - Benefit Period: 39 Years
- Discounting Rate: 2% for the first 30 years,[27] with 1.5% thereafter.
  - Construction Start: 1/1/2026
  - Construction Payment 01/07/2026
- Benefits Stream Captured including

[26] See: Traffic control devices manual (TCD manual) | NZ Transport Agency Waka Kotahi
[27] A 2% discount rate has been applied based on the latest NZTA guidance.

- General Vehicle Operating Cost savings (the cumulative travel distance of general traffic in the model, multiplied by operating cost per kilometre (which varies by speed). This reflects savings from reduced fuel use, wear and tear, and maintenance).
- Bus Passenger Travel Time savings of **zero to one minute** on the Golden Mile and **two to six minutes** on the Harbour Quays (the reduction in time passengers spend travelling on buses, converted into a dollar value. Only includes services operating along the Golden Mile and Harbour Quay have been calculated assuming 32 passengers per bus during peak periods and 20 in the inter-peak).
- Bus Passenger Time Reliability savings (reflects the cost savings from more consistent and predictable bus travel times. Variability is measured by standard deviation, with an equivalent time factor of 4.8 used to monetise reliability improvements, based on standard practice).
- Bus Stop waiting time savings (the estimated value of time passengers spend waiting at or boarding buses at stops. This is influenced by how long buses dwell at stops and the number of stops used. Applicable to the Golden Mile and Harbour Quays corridors only).
- Bus Operation Cost savings (represents operational cost reductions for bus services, based on how far buses travel and their speed-related cost profile. Includes all buses modelled in the network).
- Carbon Dioxide savings (estimated environmental benefits from reduced emissions, assumed to be proportional to vehicle operating costs. A fixed multiplier of 4% is used to represent CO_2 cost savings in monetary terms).

- Construction cost is assumed to be $8M, and maintenance/operational cost has not been considered as it is expected to be similar to the Do Minimum. However, a maintenance/operational scenario, which assumes $250,000 per year has been evaluated as a sensitivity BCR test.
- Given that the total number of vehicles differs between the do minimum and preferred option scenarios at the end of the model simulation, the Rule of a Half approach (i.e. variable demand matrix adjustment) was applied. This method accounts for changes in the number of vehicles between scenarios, providing a more accurate representation of user benefits under variable demand conditions.

Economic analysis summary

The preferred option was subject to a range of economic evaluation based on a 10- year project life assessment. Several sensitivity tests were also undertaken to further test the economic performance of the preferred option under different scenarios.

The economic assessment methodology was undertaken in accordance with NZTA's Monetised Benefits and Costs Manual (MBCM)[28]. In addition, the economic analysis undertaken by the project team was independently peer reviewed by Flow Transport.

[28] See: Monetised benefits and costs manual | NZ Transport Agency Waka Kotahi

10 year project life assessment

The table below sets out the NPV for the costs and benefits of the preferred option along with BCR assuming the project has a 10-year life span (assuming a 2% discount rate plus an $8M construction cost). In reading this table, the following should be noted:

- The benefits stream assumptions above should be read in conjunction with the table below.
- The NPV costs for the do-minimum and option scenario are presented under the Transport Costs heading.
- The NPV benefits are the NPV cost savings between the do-minimum and option scenario and are presented under the Tangible Benefits heading.
- The economic analysis assumes the introduction of bus lanes, which are described in detail below.

It is noted that maintenance/operational and mode shift sensitivity BCR tests have been undertaken on this BCR, and are presented under Table 24.

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Table 24: 10-year project economic analysis (2% discount rate)

	Do Minimum	Option TO2 - Bus Improvements
Capital Costs	N/A	$6,607,843[29]
Maintenance Costs	$0	$0
Total Costs	$0	$6,607,843
Transport Costs		
General Traffic Travel Time Costs	$5,691,518,654	$5,476,247,967
General Traffic Vehicle Operating Costs	$1,758,069,966	$1,745,768,280
PT Travel Time Costs (1st Spine)	$445,498,933	$320,744,786
PT Travel Time Costs (2nd Spine)	$6,837,553	$97,027,701
PT Reliability Cost (1st Spine)	$43,235,966	$19,336,906
PT Reliability Cost (2nd Spine)	$2,031,188	$17,425,030
PT Bus Stop Waiting Time Cost (1st Spine)	$330,925,871	$250,989,245
PT Bus Stop Waiting Time Cost (2nd Spine)	$2,967,221	$49,123,762
PT Operation Cost	$65,444	$65,146
Carbon Dioxide (4% of VOC)	$70,325,416	$69,833,337
Total Transport Costs	$8,351,476,213	$8,046,562,159
Tangible Benefits		
General Traffic Travel Time Costs	N/A	-$70,430,906
General Traffic Vehicle Operating Costs	N/A	$12,301,686
PT Travel Time Costs (1st Spine)	N/A	$124,754,148
PT Travel Time Costs (2nd Spine)	N/A	-$90,190,148[30]
PT Reliability Cost (1st Spine)	N/A	$23,899,061
PT Reliability Cost (2nd Spine)	N/A	-$15,393,842[30]
PT Bus Stop Waiting Time Cost (1st Spine)	N/A	$79,936,626
PT Bus Stop Waiting Time Cost (2nd Spine)	N/A	-$46,156,541[30]
PT Operation Cost	N/A	$299
Carbon Dioxide (4% of VOC)	N/A	$492,079
Tangible Benefits (NPV)	N/A	$19,212,461
Tangible BCR	**N/A**	**2.9**

Key economic findings

A summary of the key economic findings for the project is provided in the table below.

Table 25: Summary of Key Economic Findings

Impact	Findings	Commentary
General traffic travel time savings	Disbenefit	• The reallocation of road space for buses will result in increased congestion and longer travel times for general traffic, resulting in economic disbenefits in both the 2022 base and 2033 future model year. • There will be some benefits to general traffic because of reduced queueing from buses impacting the wider road network. • Reallocated traffic from Harbour Quays is assumed to primarily use the State Highway 1 corridor, resulting in increased traffic and associated disbenefit on this corridor[31]. • On balance, the introduction of the second public transport corridor is conservatively estimated to provide a net disbenefit in terms of general traffic travel time savings.
Public Transport Travel time Savings	Benefit	• The introduction of the second corridor along Harbour Quays provides faster travel time for buses than the exclusive use of the Golden Mile. • The availability of a second public transport corridor through the central city enables bus volumes to be rebalanced across the existing Golden Mile and the second corridor. This ensures no corridor exceeds the desirable operational capacity. This will provide positive benefits in both 2022 base and 2033 future modal years. • Bus travel time savings (0-1 minute on the Golden Mile and 2-6 minutes on the Harbour Quays) are due to improved signal prioritisation along the Golden Mile and Harbour Quays corridors and less delay and variability at intersections relative to the base scenario (do-minimum).

[29] Capital costs have been updated from the high-level estimate of $6-$8 million, to using the latest independent cost estimate. These costs have also been used for some of the sensitivity tests described in 4.13 below.
[30] Disbenefits in public transport trave time, reliability and stop waiting time are calculated as a comparison against current public transport travel time, reliability and waiting time on the Harbour Quays corridor. As the Harbour Quays project will introduce additional public transport services to the Harbour Quays corridor, relative travel time etc. will be worse than the present state on this corridor, however this is contrasted by improved travel time, waiting time and stop time on the Golden Mile corridor. The Harbour Quays corridor therefore provides a net benefit to public transport.
[31] This disbenefit also excludes any additional capacity on State highway 1 that might result from NZTA's pending SH1 Wellington Improvements Project (e.g. tunnel duplications).

Impact	Findings	Commentary
		• Travel time savings directly contribute to improved passenger experience and improved end to end journey time for passengers. • On balance, the increased travel time savings to buses on both the Harbour Quays and Golden Mile corridors will provide a net economic benefit.
Public Transport Reliability	Disbenefit	• While the Harbour Quays corridor provides improvements in journey time for buses using both the Harbour Quays and Golden Mile corridors, there is more variance in run times on the Harbour Quays corridor, resulting in decreased reliability for services using this corridor, compared to the Golden Mile. This is because buses will now be using a more mixed traffic environment and the number of signalised intersections along the corridor reduces the reliability of services using this corridor. • Further network optimisation, including introduction of bus lanes and signal improvements could potentially reduce this impact.
Public Transport Waiting Times	Benefit	• Rebalancing bus volumes across both corridors means bus stops may be managed to reduce bus queuing and dwell time, resulting in reduced waiting times for passengers at bus stops. • Average dwell times on the Golden Mile are reduced to approximately 40 seconds per stop[32], during peak periods, as a result of the redistribution of buses across the two corridors (i.e. both the existing Golden Mile corridor and the new Harbour Quays corridor), minimising bus queuing and delay at stops. • Average dwell times on the Harbour Quays corridor are 24 seconds[33], reflective of the lower number of buses using this corridor. • As the Harbour Quays will serve increased numbers of buses, bus waiting time on this corridor will increase (in comparison to the current state), however waiting times will be reduced on the Golden Mile corridor, resulting in a net waiting time benefit.
Public Transport Operating	No Change	• As there is no significant change in total bus vehicle kilometres travelled, public transport operating costs remain broadly similar to the exclusive use of the Golden Mile corridor.

[32] Certain bus stops at present experience dwell times of more than 50 or 60 seconds which is starting to create a significant and highly inefficient "concertina effect"
[33] Average dwell time at peak at present is 40 seconds

Impact	Findings	Commentary
Cost Savings		
Carbon Dioxide (Co2) Reduction	Disbenefit	• CO2 savings are calculated as 4% of total Volatile Organic Compound (VOC) savings for both general traffic and public transport. • Increased congestion for general traffic results in a slight increase in Co2 emissions • This excludes any reduction in Co2 emissions as a result of mode shift from private motor vehicle to public transport.

Recommended headline BCR

To support this business case, it is recommended that the 'headline BCR' for the preferred option is the 10-year project life scenario **BCR: 2.9.**

4.13. Sensitivity analysis

Table 26 below sets out the sensitivity tests undertaken to test the preferred option BCR under different capital cost and discount rate scenarios.

Table 26: BCR cost and discount sensitivity test summary

BCR Scenarios	Construction Costs	Headline BCR: 2% discount rate for first 30 years, 1.5% for thereafter	Conservative BCR #1: 4%discount rate sensitivity test	Pessimistic BCR #2: 6% discount rate sensitivity test
10 year project life (Current cost)	$6.8M	2.9	1.7	0.5
10 year project life (lower cost)	$5.4M (-20%)	3.6	2.1	0.7
10 year project life (higher cost #1)	$8.1M (+20%)	2.4	1.4	0.4
10 year project life (higher cost #2)	$10.1M (+50%)	1.9	1.1	0.4

In addition, two further sensitivity tests were undertaken, considering the potential economic benefits from:

- **Mode shift**
  Assumes transfer of mode from private motor vehicle to public transport with associated decrease in on-road congestion. A base rate of 5% was assumed.

- **Inclusion of Maintenance/Operational costs**
  Allows for an extra $250,000 per year for maintenance and operational costs, excluding interest over the 10-year evaluation period.

These sensitivity tests are summarised in the tables below:

Table 27: Mode Shift Sensitivity Tests

	Construction Cost	**BCR applying 5% mode shift assumption**
10 year project life (Current cost) at 2% discount Rate	$6.8M	13.6

Table 28: Maintenance and Operational Sensitivity Test

	Construction Cost plus maintenance and operation allowance[34]	**BCR**
Assume maintenance and operational costs of $250,000 per year for 10 years	$8.6M	2.2

4.14. Introduction of bus lanes and associated sensitivity test

During the optioneering and concept design phase of the project, bus lanes were initially excluded from the scope, as it was expected that this design element would be explored further by future projects. However, in May 2025, it was requested that the preferred option consider the possibility of including bus lanes (part-time or full-time) to further inform decision-making on the project.

The project team subsequently developed a concept plan for bus lanes (attached as **Appendix G**) that establishes the start, end and geometry[35] of bus lanes along both the north and south bound directions of travel and introduces the following key features:

- Part time bus lanes only in operation during peak periods (nominally 7.00am to 9.00am and 4pm to 6pm, noting that further investigations will confirm exact time periods).
- Bus lanes widths will generally be between 3 and 4 metres.
- Signage and road marking will be consistent with Traffic Control Devices (TCD) manual Part 5 and the MOTSAM, part 1, Section 2-38.[36]

In assessing the potential for bus lanes along the Harbour Quays corridor, the following key considerations have been identified:

- The service profile (attached as **Appendix H**) for the corridor is heavily dominated by peak flows, with up to 60 buses per hour in each direction during peak periods, with conversely low volumes (8 buses or less) outside of the peak period.

[34] A discounted maintenance cost of $2,000,548 was applied for this sensitivity test.
[35] Bus lane concept design excludes the assessment and design of signal improvements and/or bus queue jump facilities.
[36] See: Traffic control devices manual (TCD manual) | NZ Transport Agency Waka Kotahi

- The dominant peak hour service pattern makes the corridor suitable for part time (peak hour) bus lane treatments only.
- The use of kerbside/in-line bus stops supports the closure of a lane to reduce weaving and merging conflicts for general traffic, especially when higher volumes (60 buses per hour) of buses are using the corridor.
- The high incidences of entrances/exits and side roads along the corridor mean Bus-Only and Transit Lane treatments are sub-optimal for the corridor.
- The introduction of bus lanes would signal the transformational shift of the Quays corridor from a private-vehicle dominated environment to one that is multi-modal.

In addition, the original MCA assessors were asked to provide comments specifically on the potential inclusion of bus lanes in relation to their individual assessment criteria. For clarity, assessors were not asked to revisit or revise their original MCA scores. Instead, they were invited to offer general commentary on how the proposed bus lane treatment might impact the preferred option, as summarised in the table below.

Table 29: MCA assessors' comments on the introduction of part time bus lanes

Assessment Criteria	MCA assessor comments on bus lane introduction
Bus Travel Time and Reliability	It is expected that proposed bus lanes will assist peak corridor capacity for buses. Buses will be less likely to be prevented from accessing bus stops by queues of general traffic obstructing access to bus stops, resulting in an increased overall peak bus stop throughput along the corridor.
Route Legibility	A moderate improvement regarding network legibility by making the corridor's use as a bus way more visible to the general public.
Network Capacity	Reduced queuing of general traffic in the kerb side lane is likely to reduce the incidence of buses having to wait a second (or third cycle) of the traffic lights to clear intersections. This results in travel time benefits.
Safe and Convenient Pedestrian movement and Movement	No impact from a bus customer perspective.
Pedestrian LoS at Bus Stops	No impact from a bus customer perspective.
Bikes – does not preclude future cycle routes or connections to existing routes	The current plans for cycle routes assume the use of a dedicated cycle facility, and bus lanes do not constrain this. In addition, as cyclists may freely use bus lanes, bus lanes provide an additional partially protected corridor for cyclists, which may present a net benefit, however widths at stops do not allow for safe cycle overtaking of a parked bus, which should be flagged as a safety concern, particularly in view of the volume of general traffic on the quays. Outside of peak for the first part of the operating profile, cyclists should get considerable utility from the introduction of bus lanes, however cycle use may need to be revisited either during Golden Mile construction or when all day bus volume increase.

Assessment Criteria	MCA assessor comments on bus lane introduction
Impact on general traffic	Likely to be a decrease in effective traffic capacity along the corridor, as a result of lane closure during the peak periods (broadly estimated at around 10%), with the potential for this to be mitigated by: • Modal shift from car to public transport as a result of the improved public transport priority and travel times on both the corridors. • Trip re-timing - people travel earlier, later - or people choosing difference destination car parks. • People not travelling. If implemented well, alongside a broader behaviour change programme, the general traffic impacts could be mitigated by some of the changes in behaviour outlined above. Mitigation for reduced traffic capacity along the waterfront could also result from NZTA building a new Terrace Tunnel and widening Vivian Street as currently proposed in the SH1 Wellington Improvements Project.
On-street parking impact	While there is no loss of car parks directly attributable to the bus lanes, access to existing parallel car parks on Cable Street and Wakefield may be impacted by bus lanes.
Business impact	Bus lanes will have negligible impact to business along the corridor, as vehicles may still use the lane to gain access to an entry/exit. The movement of goods and deliveries may be facilitated by the bus lane, as these vehicles may utilise the bus lane during peak hour to avoid traffic congestion.
Construction and constructability	Bus lanes will potentially facilitate construction by allowing lane closure.

Bus lane economic analysis sensitivity test summary

The project team modelled the potential introduction of part-time bus lanes along the Harbour Quays corridor to help understand the possible benefits and costs of this treatment option.

The bus lanes were modelled using the following assumptions:

- Part time bus lanes in operation between 7am to 9am in the morning and 4pm to 6pm in the evening.
- Bus lanes extending from Whitmore/Customhouse Quay, along Customhouse Quay, Jervois Quay to Cable Street in the southbound direction.
- Bus lanes extending from Wakefield/Kent along Wakefield Street, Jervois Quay and Customhouse Quay in the northbound direction.
- Both southbound and northbound bus lanes are situated in the kerbside lane.
- Bus stops are inline, situated in the bus lane.

Key observations from this modelling are summarised below:

- A significant reduction in travel time for buses along the northern extent of the Harbour Quays where bus lanes were implemented.
- Increased bus travel time on Whitmore Street, as a result of reduced intersection capacity at Whitmore/Customhouse Quay. Increased traffic congestion on the Whitmore Street approach to the Quays impedes access for buses approaching the quays.
- The southern portion of the Harbour Quays bus lanes (Jervois Quay and Cable Street) show minimal improvement to travel time.
- Economic disbenefits from the introduction of bus lanes are principally associated with increased private vehicle travel time primarily on State Highway 1, due to drivers diverting to this corridor to avoid delays on the quays.
- The introduction of bus lanes provides decreased disbenefit (in terms of traffic impacts) and increase benefits (in terms of bus reliability and travel time savings) in the near term[37], relative to the use of in-line stops without bus lanes.
- In the long term[38] traffic impacts from the introduction of bus lanes are substantially increased, primarily on State Highway 1[39] and Old Hutt Road, as a result of increased traffic volumes diverting from Quays corridor.
- The introduction of bus lanes on the Harbour Quays increases average bus speed, reduces travel time and improves bus reliability on both the Harbour Quays and Golden Mile corridors, as a result of the operational ability to spread bus volumes across both corridors.

The overall modelled economic benefits including the introduction of part time bus lanes over a 10-year period are shown in the table below, with the associated modelling report provided as **Appendix F**. The information below is a summary of the modelling information in Table 24.

Table 30: Economic benefits including the part time bus lanes

Benefit Type (10 year period)	Economic Benefit/Disbenefit
General Traffic Travel Time	$ -70.4M
General Traffic Operating	$ 12.3M
PT Travel Time	$ +34.6M
PT Reliability	$ +8.5M
PT Bus Stop Waiting	$ +33.8M
Pt Operating	$ 0
CO2 Reduction (4% of VOC)	$ +0.49
TOTAL BENEFIT	**$ +19.2M**

[37] Modelling has been undertaken using service data from 2022, representative of the service pattern that will be implemented on the Harbour Quays.
[38] Modelling assumes a long-term year of 2033.
[39] This assessment excludes any increased capacity that may be provided by NZTA's SH1 Wellington Improvements Project.

5. Commercial case

5.1. Procurement approach

Professional services consultants have already been engaged to provide design and construction observation services through an open market tender and will continue to support the project through pre-implementation and implementation as necessary.

Construction procurement is to be delivered through a mixture of competitive tendering and leveraging existing contracts held by GWRC and WCC, which include bus shelter supply and install, real time displays, street furniture supply and CCTV. These existing suppliers will be nominated as subcontractors the main contractor needs to use.

The main contractor will be appointed through either an Early Contractor Involvement (ECI) or main contractor for construction only tender process.

- Under an ECI process, the contractor would provide inputs into the detailed design phase of the project and get a right to negotiate for the main construction works following completion of detailed design. This would be through either an open tender, or closed via the WCC Construction Contractor Panel, and would ask the supplier to information for both the ECI component and the main works component based on design documentation available at the time. An option to go to market, to maintain competitive tension is available and time currently allowed within the programme.
- The main contractor tender would be either an open market tender, or a closed tender via the WCC Construction Contractor Panel. Respondents would be asked to price the project based on 90% or greater level of design detail

ECI components are expected to focus on site investigations, enabling works, confirmation of timing for utility connections and construction methodology, with a view to reducing the construction timeframe to minimise disruption within the corridor.

There is an opportunity to work with the Golden Mile construction team of Brian Perry / JFC as they complete enabling works along their bus diversion routes, prior to works starting elsewhere in the corridor, it is possible that through the enabling works for Golden Mile, we can obtain the insights an ECI would provide.

5.2. Required outputs and service streams

During pre-implementation, ECI may be required to inform the final design and to undertake any site investigations, enabling works, coordination with utility providers and to advise on construction methodology with a view to minimising disruption during construction, including a minimal construction duration.

The main contractor will need to work with existing suppliers and utility providers to complete the physical works, which will include civil works around bus stop locations for shelters, kerbs and signage and the supply and installation of signage and road markings across the corridor.

5.3. Contractual approach and contract management

The professional services contract uses WCC's version of the Conditions of Contract for Consultancy Services, with payment terms monthly in arrears on acceptance of a suitable tax invoice from the consultant.

Construction services, including ECI, will be contracted under NZS3910:2023 with variation for ECI services. Given the nature of the physical works contract, the contract is

expected to be a ‘measure and value’ contract, consideration may be given to a ‘cost plus’ contract, depending on the value of existing contracts being leveraged. The project team will consider what is most likely to offer best value for money, at the time of tendering the construction works.

Payment for construction services under NZS3910:2023 would be monthly in arrears, on receipt of an approved payment claim from the contractor and a payment schedule from the independent certifier (formerly ‘Engineer to the Contract’). No payment in advance of the works or under Schedule 14 of NZS3910:2023 is expected.

Existing contractor contracts held by GWRC or WCC where relevant will continue with their current contract managers and relationships in place, with the Project Manager or Project Engineer coordinating with the contract managers as appropriate.

Professional services contracts will be managed by the Project Manager, with support from a Design Manager / Design Lead for design activities.

The construction contract will be managed by the Project Manager, with support from a Project Engineer for the day-to-day site activities.

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6. Financial case

6.1. Financial costing for the preferred option

Table 31 - Financial Costings for the 2024-34 LTP period

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	Total Period
Capital expenditure	$544,000	$3,404,000	$4,480,000	$-	$-	$-	$-	$-	$-	$-	$8,428,000
Project Contingency		$948,000	$1,264,000	$-	$-	$-	$-	$-	$-	$-	$2,212,000
Operating expenditure	$324,200	$225,000	$250,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$8,443,200
Funding risk contingency	$-	$122,000	$488,000	$-	$-	$-	$-	$-	$-	$-	$610,000
Total Expenditure	$868,200	$4,699,000	$6,482,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$19,693,200
Revenue	$434,100	$2,349,500	$3,241,000	$-	$-	$-	$-	$-	$-	$-	$6,024,600
Total revenue	$434,100	$2,349,500	$3,241,000	$-	$-	$-	$-	$-	$-	$-	$6,024,600
Funded by:											
Capital Funding	$1,000,000	$7,000,000	$2,044,000	$-	$-	$-	$-	$-	$-	$-	$10,044,000
Operational Funding	$50,000	$350,000	$252,200	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$8,296,200
Total funding	$1,050,000	$7,350,000	$2,296,200	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$1,092,000	$18,340,200
Shortfall/Overage CAPEX	$456,000	$2,526,000	-$4,188,000	$-	$-	$-	$-	$-	$-	$-	-$1,206,000
Shortfall/Overage OPEX	-$274,200	$125,000	$2,200	$-	$-	$-	$-	$-	$-	$-	-$147,000

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6.2. Funding arrangements

Funding of $10 million of CAPEX and $0.5 million of OPEX was approved through:

- WCC's LTP Amendment process, for the 2024-34 LTP, and became effective on 1 July 2025.
- GWRC's LTP 2024-34 and became effective on 1 July 2024.

No funding under the NLTP is expected, as the initial indications are that funding would only be available to undertake this business case in year three of the programme, with no retrospective funding available. This business case was completed in year one of the programme, with approvals sought in year two.

6.3. Assumptions and notes

- Costs exclude GST and are estimated based on June 2025.
- Impacts on inflation have not been considered.
- Contingency provisions for CAPEX are identified in the table above, based on the quantification of known risks at the time of preparing this business case.
- The funding risk contingencies identified in the table above cover all types of contingencies.
- It is assumed that WCC will act as banker for the project and all costs will be incurred by WCC, with GWRC then paying half of the costs.
- Revenue refers to the income from GWRC for their share of the project costs in years 1-3.
- It is assumed that funding is available in each organisation for their share of the operational costs in years 4-10 for their assets. No cost share is proposed for the maintenance and renewal of assets once the corridor is operational.
- Given the anticipated 10-15 year lifetime of the assets before more significant works occur in the corridor, the capital costs have been depreciated over a 10 year life.
- Operating expenditure includes annual maintenance and depreciation costs. Interest costs have not been calculated.
  The capital expenditure includes the construction cost estimate, consultant contracts (both existing and forecast) and internal staff costs from WCC and GWRC.
- End asset ownership between the two organisations is unresolved, as such the financial costings represent total project costs and don't break this down to each organisation.
- Within WCC, Transport and Infrastructure will need to fund the maintenance, depreciation and interest costs once the project is capitalised and any asset transfer to GWRC has been undertaken. This is expected to be from the 2027/28 financial year.

6.4. Funding contingencies

Project contingency is based on the project expected estimate (P50) following the quantity surveyor preparing a base cost estimate on the available design documentation and then reviewing cost-based risks inherent within the design and undertaking a Monte Carlo simulation on the risks and base cost estimate.

The capital required, includes the funding risk contingency of $610,000 and is based on the P95 reported within the cost estimate following the Monte Carlo simulation.

6.5. Overall affordability

A maximum capex funding envelope of $10 million is currently available for this project, the current indicative budget of $11.25 million is considered unaffordable. Several initiatives have already been explored in preparation of this business case, and as the design is further refined further initiatives to reduce the cost will be explored. These will include exploring potential improvements to construction methodology and traffic management. There is also an opportunity with the Golden Mile project to implement their diversion stops once, in a permanent manner rather than temporary construction for diversions, followed by permanent works once Golden Mile's Courtenay Place works are complete. As part of approving this business case, it is recommended that the budget be increased to the P95 value of $11.25 million.

7. Management case

7.1. Project approach

All activities follow WCC's Investment Delivery Framework and project management guidelines with all project information captured within Paiaka, which is WCCs project management system.

At the commencement of the pre-implementation phase, a comprehensive project management plan will be developed to cover the pre-implementation and implementation phases which will include the following information:

- Project Scope, objectives, outcomes, outputs, and benefits.
- Project Governance, including roles and responsibilities, reporting and meeting requirements.
- Project Approach, including work breakdown, handover, closure, ongoing support, and post implementation review.
- Project Planning and Control, including resources, schedule, budget, risks, dependencies, stakeholder management, procurement, communications and engagement, assumptions and constraints, tolerances, and change control.

The Project Manager will provide a monthly report to the Senior Responsible Officer (SRO).

A Project Engineer will support the implementation of the project and provide day-to-day liaison with the contractor and the end asset owners.

7.2. Project and governance roles

The Joint WCC/GWRC Steering Group already established and meeting regularly will continue and will provide the overall governance and direction to the project. The Project Manager will provide an update and present any papers for approval to each Joint Steering Group meeting.

A joint Leadership Team Group comprising tier 3 managers from both councils supports the Project Manager and provides advice to the Joint Steering Group as needed.

SMEs come from both organisations. External resources will be involved to support technical design and advice until the completion of construction.

The figure below illustrates the key roles in the project.

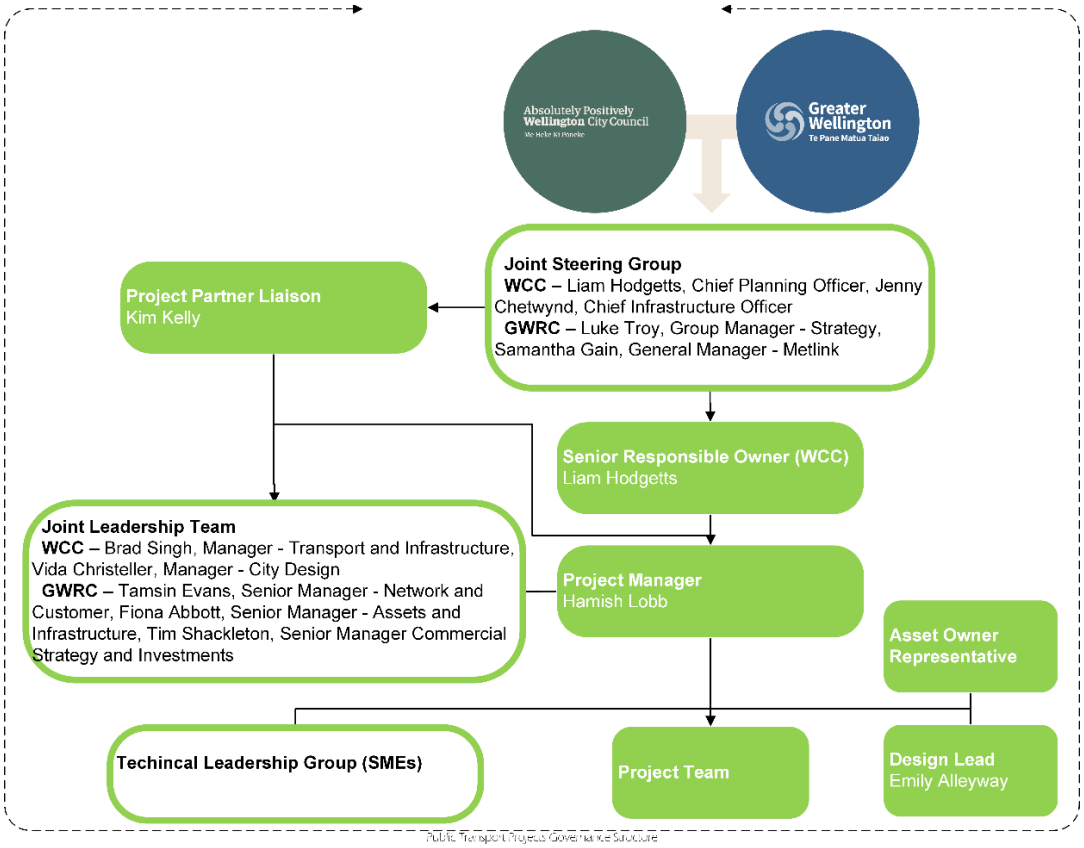

Figure 11: Harbour Quays Project Governance Structure

7.3. Risk and issue management

During project initiation and whilst preparing this business case during 2024 and 2025, several risk assessment workshops were conducted. The project team, consultants and the Joint Steering Group contributed to these workshops, identifying potential risks and agreeing on strategies to mitigate them.

A risk management strategy will be included in the project management plan that will be prepared following approval of this business case, with risk and issue registers already developed and being maintained within Paiaka. These will continue to be regularly reviewed and updated as the project progresses.

Risk Tracking

Risks and issues will be tracked in the governance risk register, as well as recorded in Paiaka. The risks will be reported to the Joint Steering Group and the SRO. Some of the risks from the governance risk register and Paiaka are presented within this section below.

Table 32: An overview of risk and mitigation measures relating to project risks

Risk description	**Likelihood of occurrence** *(Rare/Unlikely/ Possible/Likely/ Almost certain)*	**Consequence or impact** *(Insignificant/ Minor/Moderate/ Severe/Extreme)*	**Risk treatment/ mitigation**
R1. Public perception that GWRC and WCC are not aligned or coordinated in their approach to the Harbour Quays could result in opposition and disagreements with the public	Possible	Moderate	A Joint Communications and Engagement Plan has been developed.
R2: Property owners and tenants along the proposed route may oppose new bus stop infrastructure being located outside their property or business, leading to vocal opposition to the project	Possible	Moderate	Early engagement with affected owners and tenants, consider infrastructure that is complementary to the property frontage and doesn't restrict access
R3: If the Harbour Quays project is unable to be delivered quickly enough, requiring GWRC to implement new buses on the Golden Mile to meet increasing patronage demands, increasing congestion issues and travel times along the golden mile route	Possible	Moderate	Consider low cost, quick approaches to achieve quick wins that can be implemented prior to the more permanent works commencing. Robust decision-making processes with escalation channels where fast decisions are needed. Keeping Councillors well-briefed, and engagement at the right levels for city-wide stakeholder engagement. Designated positions in T & I for fast review and approval turnaround times, use of external contractors for early contractor involvement and minimisation of set-up time/TMP prep etc.
R4: Reduction in private vehicle capacity along the route may lead to strong public opposition to the project and increased congestion elsewhere in the network	Likely	Moderate	Look to maintain a balanced network (i.e., equal lanes in each direction) and consider circulation changes if needed. Strong communication demonstrating the benefits and encouraging mode shift,

Risk description	Likelihood of occurrence *(Rare/Unlikely/ Possible/Likely/ Almost certain)*	Consequence or impact *(Insignificant/ Minor/Moderate/ Severe/Extreme)*	Risk treatment/ mitigation
			combined with increases in public transport services along the route. Critical stakeholders that are considered high risk are to be managed proactively and at the right level. Councillors are well briefed, and a proactive media strategy is put in place.
R5: Insufficient internal resources are available to support the project, leading to delays in completion of reviews and delivery	Possible	Moderate	Consider backfilling roles with contractors to free up internal staff to support the project or supporting the project using contractors.
R6: Key decisions are unable to be made in a timely manner due to the availability of Joint Steering Group members and other decision makers.	Possible	Major	Brief decision makers at Joint Steering Group meetings on status of any upcoming decisions and likely timing. For decisions to be made at Joint Steering Group meetings, include detailed briefing pack as part of meeting agenda. For decision to be made out of round, ensure decision makers are fully briefed at the previous Joint Steering Group meeting and a record of any discussions is circulated with the detailed documentation for approval.
R7: If the pavement strength along the proposed routes is inadequate for frequent bus use, including passenger pick-up and drop-off, it will need to be strengthened at an additional cost	Likely	Extreme	Review route and identify any areas that require localised treatment (stops, corners, etc.) that could be addressed as part of interim works. Accept higher wear and increased maintenance on roads.
R8: Coordination between bus and bike projects within the central city: There is a risk that the bus	Likely	Major	Project Manager and Design Lead for bus projects to work with the project managers and

Risk description	**Likelihood of occurrence** *(Rare/Unlikely/ Possible/Likely/ Almost certain)*	**Consequence or impact** *(Insignificant/ Minor/Moderate/ Severe/Extreme)*	**Risk treatment/ mitigation**
and bike projects within the central city aren't aligned in their scope and timing of delivery, resulting in miscommunication between the project teams and to stakeholders, with multiple projects potentially trying to use the same corridor and road space.			design leads for the central city cycleway projects. Provide regular updates to the central city project teams on progress, likely timing of delivery and stakeholder concerns.
R9: The lack of integration between the design and delivery teams regarding project timelines and other central city projects may lead to increased disruption and confusion for stakeholders and the public.	Possible	Minor	Regular engagement between the design and delivery teams, and with other teams across council (i.e. corridor manager, capital delivery, maintenance, Golden Mile, City Development, etc.) to understand timing and implications of other projects, and opportunities to align delivery timeframes and contractor resource to minimise impact on the public and stakeholders.
R10: During the construction of the Golden Mile, the Harbour Quays corridor will utilize Golden Mile capacity in at least one direction, leading to faster pavement deterioration and potentially requiring remediation while construction is underway.	Possible	Major	Work with maintenance team to understand condition of the pavement, likely replacement timeframe and whether replacement is likely required during Golden Mile construction, if it is, consider bringing this forward to mitigate disruption
R11: The Harbour Quay's preferred option may exceed the WCC and GWRC LTP funding due to additional design changes or unexpected increases in material and labour costs.	Likely	Major	Project team to reminded of need to design to budget, construction risks to be incorporated within cost estimates by the quantity surveyor. Value engineering has been undertaken.

Risk description	**Likelihood of occurrence** *(Rare/Unlikely/ Possible/Likely/ Almost certain)*	**Consequence or impact** *(Insignificant/ Minor/Moderate/ Severe/Extreme)*	**Risk treatment/ mitigation**
R12: If the public opposes the project during consultation, councillors may face pressure to withdraw their support and not approve the traffic resolution.	Possible	Moderate	Have a clear value proposition for the project that can be communicated with stakeholders. Have clear and consistent messaging that is used by both councils duration engagement and consultation. Councillor induction programme for new Councillors.
R13: If the service design becomes more complex than expected and requires specialised staff, the finalisation and implementation of the service may be delayed.	Possible	Major	Have a clear value proposition for the project that can be communicated with stakeholders. Have clear and consistent messaging that is used by both councils duration engagement and consultation. Councillor induction programme for new Councillors.
R14: If the project cannot be completed within the agreed funding due to rising construction costs, amenities at the stops will be reduced	Likely	Major	The Project Manager will work with designers to ensure amenity meeting minimum standards are provided. Additionally, we must work with the community to match expectations on standards.
R15: NZTA SH1 Wellington Improvements Project: If NZTA aren't across the assumptions that have been made for the Harbour Quays, then the future performance might not be as expected.	Unlikely	Moderate	Establish effective engagement at an officer and executive levels
R16: Financial risk of bus infrastructure assets vesting in GWRC initially capitalised by WCC	Likely	Moderate	Agreement to be reached between WCC and GWRC as to asset ownership. The value can’t be quantified until an agreement has been reached.

7.4. Assurance

The planned assurance arrangements are described below:

- A project assurance plan will be prepared for this project.
- As stated above, a Joint Steering Group will oversee project performance and progress. The Joint Steering Group will provide governance and strategic direction, ensuring the project aligns with its objectives and stakeholder expectations. They will monitor progress, manage risks, and make key decisions.
- The Joint Leadership Team will meet fortnightly, with the Project Manager to provide a progress update and bring any emerging risks or issues to the attention of the leadership team. Upcoming Joint Steering Group agenda items and any decisions will also be discussed, prior to taking to the steering group.
- Project team meetings will be held fortnightly to gather feedback from stakeholders and provide them with necessary updates throughout the project's duration.
- During design activities, regular design team meetings will be established for the design team to present their progress and seek guidance from the councils as the design progresses.

Several independent assurance activities will be planned as part of the pre-implementation and implementation phases, these will include the following:

- Safe system assessments at the completion of concept and detailed design, and post construction.
- Design review panel at completion of concept and developed design.
- Quantified risk assessments as part of each cost estimate prepared by the independent quantity surveyor.

7.5. Change control

Project changes are managed using the following processes during the development stage:

- The Project Manager to fill in this template from the IDF Toolkit: WCC Project Change and Exception Report.docx(sharepoint.com)
- The template must be saved into the relevant SharePoint folder and then socialised with the Joint Steering Group before being sent to the SRO for approval.

For the project delivery side, the Project Manager will be notified about all scope changes via verbal communication, followed up by email. The Project Manager will then formalise this in a Project Change Report as per the above process. An assumption is that it is not expected that the scope of the project will change much as the outcome of the design is relatively fixed. Most often, changes to a project will affect its timing and cost.

7.6. Change management approach

The public transport system will be affected, and Metlink will communicate any changes to routes and timetables as part of normal operations.

Expected impact on processes: Internal processes at Metlink will remain unchanged and continue as usual.

Expected impact on people: Some passengers may experience significant changes in travel behaviour perceived as both negative and positive.

Through communication and engagement activities, we will inform the public about the following aspects of introducing the second public transport corridor in the central city:

- Notify the public in advance that a consultation will take place.
- Gather feedback from the community regarding the design options.
- Ensure that the community understand the changes and their implications.
- Develop a comprehensive Communication and Engagement Plan to inform the public and encourage adoption.

Objectives and principles of change communication

Guiding communication will be the construction mitigation planning document, A City in Transition. As a framework for planning and delivering projects in the city, this document contains principles, guidelines, and tools for all parties involved with a specific focus on the central city.

The Project Management Plan will provide a more detailed overview of change management.

7.7. Benefits management approach

The benefits realisation management plan is included as part of the business case and can be found in **Appendix I**. Representatives from both Councils have contributed valuable input to the development of this plan.

7.8. Stakeholder management approach

A comprehensive stakeholder mapping exercise has been undertaken to clarify the engagement process.

We will actively engage with various types of stakeholders to build and maintain relationships. It is essential to involve businesses and services to ensure they are well-informed. Additionally, we will communicate with the wider community to provide them with sufficient information for decision-making, particularly during the consultation stage. The councils will ensure that all interested or affected parties receive the necessary information prior to consultations.

We aim to engage with key stakeholders regularly to provide updates and solicit their feedback as needed. A Communications and Engagement Plan will be in place to support the stakeholder and community management process. Metlink will lead public transport network engagement by informing customers about network changes.

7.9. Climate change risk management

In accordance with the current flood zone information of the councils, the project is in an area that is flood prone. Designing infrastructure in the project area would need to consider the increased frequency and intensity of flood events, e.g., by elevating infrastructure or considering drainage issues in advance.

In addition, trees may be incorporated into the project to provide shading and wind protection.

7.10. Impacts for Māori

In 2024, the project team had a meeting with Mataaho Aronui (Māori Strategic Outcomes Team) to understand the importance of giving effect to Tūpiki Ora Māori Strategy and

Tākai Here (the partnership agreement signed between mana whenua and WCC) when initiating this work.

The following points were highlighted:

- Engage Mataaho Aronui in the project to discuss incorporating cultural aspects.
- Takai Here's procurement aspirations will be understood by the Council.

NB. This scope and funding do not support the integration of Māori history into the design of the project.

A further meeting was held in August 2025.

7.11. Health & Safety approach

The Project Manager will work closely with the Health and Safety (H&S) team to perform a risk analysis and determine the time requirements for preparing a H&S Plan for the project. The H&S team possesses the necessary tools for this analysis and will assist in identifying controls and mitigation strategies to prevent harm.

Additionally, the project team, with support from the H&S team, will review the safety management plans submitted by contractors as part of their tender documentation, paying particular attention to the risks they introduce and those they may face. The Project Manager will address risk allocation to effectively manage these contractor-related risks.

7.12. Schedule and key milestones

A brief explanation of the project schedule is provided below:

Table 33: Key project milestones

Key Project Milestone	Estimated Date
Relevant Committee Decisions on Approval to Consult	September 2025
Public Consultation on Traffic Resolution	November 2025
Relevant Committee Decisions on Traffic Resolutions required	February 2026
Relevant Committee Decisions on Approval of the Business Case	February 2026
Construction Commences	April 2026
Operational Date Confirmed	June 2026
Services Operational on route	December 2026

7.13. Future considerations

As part of developing this business case, Metlink have prepared a service profile (see **Appendix H**), which indicates how services on the Harbour Quays corridor may change over time. This service profile is presented as three phases, with Phase 1 being day one operations, and Phase 3 being sometime beyond 2034, when bus volumes on the Golden Mile require moving more than the peak and regional services to an alternative corridor.

Phase 3 of the service profile considers moving all East/West services to the Harbour Quays corridor. For this to happen passenger transfer capabilities at the Whitmore Street /

Lambton Quay intersection will be required for those on East/West services wishing to connect to the railway station or those buses that run via the Lambton Bus Interchange.

Consideration was made to including stops on Whitmore Street that would enable passenger transfer to occur, however cost considerations, the need to maintain a functioning transport network and to consider changes to the entire length of Whitmore Street and potentially part of Bowen Street, meant that we were unable to include transfer opportunities on Whitmore Street.

The volume of buses likely to be using the Harbour Quays corridor under Phase 3 and the increase in passengers waiting at stops, will require further infrastructure improvements along the corridor, including the provision of additional shelter at existing stops.

Consideration should also be given to the cultural overlay that has been prepared by mana whenua, with this to be incorporated into the infrastructure works.

7.14. Next steps

Upon approval of the business case, the following steps will be taken:

- Completion of the H&S Plan
- Completion of the Assurance Plan
- Completion of the Communications and Engagement Plan
- Completion of the Project Management Plan
- Work with mana whenua to realise any opportunities from the cultural overlay within the constraints of the project
- The design team will finalise the design, incorporating any consultation comments and issue construction drawings
- Ongoing briefings to WCC and GWRC councillors on a regular basis

8. Recommendation

It is recommended that the Committee endorses this business case, increases the joint WCC/GWRC project capital budget to $11.25M and agrees the project proceeds to implementation.

9. Appendices

Appendix A: Problem Definition Workshop Report

Harbour Quays Corridor

Problem definition workshop report

16 July 2024

Final report for client endorsement

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Prepared by:	Scott Consulting Ltd: Dougal List, Associate Director
Prepared for:	Wellington City Council and Greater Wellington Regional Council
Date:	16 July 2024
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Status:	Final report for client endorsement

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This report provides Wellington City Council (WCC) and Greater Wellington Regional Council (GWRC) with an independent report on the key transport related problems on the Harbour Quays corridor. The report also highlights the broader issues and challenges that will need to be addressed to resolve these problems.

1. Background

Transport and city planning

There are range of interrelated transport, infrastructure and urban development plans and projects underway in the central city area of Wellington. These include:

- Golden Mile Revitalisation Project (WCC lead)
- Changes to the Waterfront (WCC lead)
- Central City Connections projects – (WCC lead)
- Water infrastructure upgrades, including to Wakefield Street (WWL lead)
- Te Ngākau development Plan (WCC lead)
- Road of National Significance: Cross city tunnel (NZTA Waka Kotahi lead)
- Regional Busway Corridors Strategic Business Plan (GWRC lead)
- Integrated Long Term Concepts for Harbour Quays and Eastern MRT (GWRC lead)
- Rapid Transit Bus Corridors outside of Wellington Regional (GWRC / other TA lead)
- Central City Transport Vision
- Wellington City Transport Plan (WCC lead)

Central City Transport Vision

A central city transport vision is expected to be developed and reported back to WCC Councillors by the end of September 2024. It will demonstrate how current and short-term initiatives are integrated with WCC's wider strategic planning framework.

Wellington City Transport Plan

The city's approach to transport is currently set out in the Spatial Plan 2021. The key approach is to move more people with fewer vehicles, or in other words, prioritising walking, cycling and micro-mobility, and public transport over other modes. Through the 2024-34 Long-term Plan, WCC adopted nine strategic priorities including one to "transform our transport system to move more people with fewer vehicles".

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Figure 1 WCC 2024-34 Long-term Plan Vision, Community Outcomes and Strategic Priorities

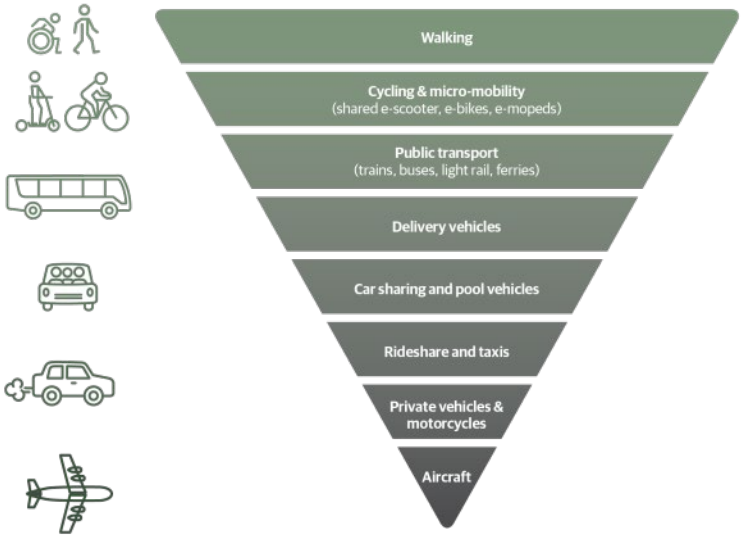

Figure 2 Sustainable Transport Hierarchy

However, primarily due to the cancelling of the Let's Get Wellington Moving programme, there is a need to revise the strategic approach. This work is expected to be progressed throughout 2023/24.

The Wellington City Transport Plan is expected to provide a key framework and vision for the City's transport future and help provide direction to support a range of projects and plans.

Rapid Transit Bus Corridor Programme

Within this context, WCC is working in partnership with GWRC on a programme of work that makes up the *Rapid Transit Bus Corridor Programme*.

Under this programme, funding is being provided by both WCC and GWRC and comprises:

a. Harbour Quays Bus Corridor; and the

b. Eastern Bus Corridor

NZTA – Waka Kotahi is also a potential key investor in this programme.

The partners have established a joint officers Board to establish and oversee this programme. The partners are working to confirm the programme strategy, terms of reference for the Board and scope of projects. The initial priority for the programme is the Harbour Quays corridor (see Map 1 below). This project has a range of interdependencies and challenges, as noted in this report.

The Harbour Quays corridor programme is a high priority for both councils, with funding for both planning and delivery being recently confirmed through the Long Term Plan (LTP) processes of both WCC and GWRC.

MAP 1: indicative extent of Harbour Quays corridor



2. Context and approach

The need for an agreed problem definition

In considering the potential need for investment in this corridor (including through the LTP process), the partners have expressed a range of views on the problems, investment objectives as well as the potential solutions for the Harbour Quays corridor. These views have tended to focus on:

- The need for a second public transport spine through the central city area due to constrained capacity, increased patronage and travel time reliability issues on the Golden Mile.
- Concerns in relation to the disruption to transport and businesses that is anticipated by the construction of the Golden Mile project.
- Lack of quality bike connections across the central city area which would provide better and more suitable connections through the area and to the broader bike network.

While there have been a range of views expressed, the partners recognise that there are differing views on the problems that need to be resolved, there is a need for a compelling and agreed evidence base and for there to be alignment between the partners on how to resolve these problems.

As a result, the programme Board agreed to commission an independently facilitated problem definition workshop process to help set the project up for success. The approach taken for this process, including the workshop and this report includes:

- Based on the principles of the Better Business Case approach, in line with NZTA – Waka Kotahi guidance
- Workshop based on an Intervention Logic Mapping (ILM) methodology. This was held in person at WCC offices on 4 July 2024. See list of attendees, Appendix 1
- Informed by review of relevant background information and pre-workshop discussions with key WCC and GWRC officials, including Board members.
  - WCC: Liam Hodgetts, Siobhan Proctor, Bradley Singh
  - GWRC: Luke Troy, Samantha Gain
- Scope of this report to include not only problem definition, but also highlight the broader contextual issues and challenges that will need to be addressed to resolve these problems. This will ultimately underpin the success of any projects or interventions.
- The report will help inform:
  - Collation and interrogation of the evidence required to support the problems (note: the scope of this report does not include a review of this evidence). This is particularly pressing and will need to have a strong focus on impacts on buses and bus passengers in relation to the problems identified. This should be presented through simple, easy to read graphs or figures to aid understanding of the implications.
  - Confirmation of benefits, and KPIs for investment. This may include a further workshop between the partners, informed by the evidence.
  - Strategic responses and options analysis for the Harbour Quays corridor.
  - Any relevant interdependencies with other projects as outlined above.
  - Responses to the broader issues and challenges that will need to be addressed to resolve these problems.

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3. Key problems, evidence and benefits

Based upon the approach outlined above, the following key problem statements have been identified. These will continue to be refined as the project progresses, including alignment with evidence, benefits and KPIs.

In summary, key problems are:

- **Problem 1:** Parts of the City's central bus spine along the Golden Mile are operating at or exceeding capacity for buses and passengers at peak times and this will worsen due to increased passenger demand and services leading to reduced reliability, increased travel times and impacts on the quality of the central city area for people and businesses (50%)
- **Problem 2:** Multiple transport and urban development projects, including construction of the Golden Mile project over the next 2-3 years in the central city area will result in a loss of network capacity and disruption to all travel modes in the Harbour Quays corridor resulting in travel time delays, poor customer experience and a lack of network resilience (40%)
- **Problem 3:** Substandard level of service connections for bikes across the central city are resulting in increased conflicts between users of shared space on the Waterfront and an inability to optimise investment in the broader bike network (10%)

Table 1 – problems, evidence and benefits

Problem name and weighting	Problem definition and consequence	Evidence to support this problem and source	Potential Benefits of resolving this problem
Problem 1: Lack of peak time capacity for buses on the central spine of the City's bus network along the Golden Mile 50%	Parts of the City's central bus spine along the Golden Mile are operating at or exceeding capacity for buses and passengers at peak times and this will worsen due to increased passenger demand and services leading to reduced reliability, increased travel times and impacts on the quality of the central city area for people and businesses	• Actual and projected Golden Mile bus numbers below based on GWRC LTP forecasting. Nb. These were 120 buses per hour in 2017 and reduced to 2018 with the introduction of high capacity buses, network rationalisation and suburban hubbing. See Figure 3 below • Patronage growth and trip numbers through Golden Mile: GWRC to confirm 1. 75,000 bus trips per week day, XX% of which are on the Golden Mile 2. Bus patronage in XX 2024 is 105% of 2018 levels 3. Projected bus patronage increase due to introduction of bus / rail integrated ticketing is XX increase by… • Travel time reliability evidence – GWRC to provide • Customer experience evidence – GWRC to provide • Evidence of network, service and stop configuration optimisation that has been undertaken – GWRC to provide • Impacts on urban realm and businesses – WCC to provide	• Increased peak bus capacity • Increased travel time reliability for buses and passengers • Quicker bus travel times through the central city leading to increased mode share • Increased quality of central city area for people and businesses

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		• Customer demand for direct cross city centre services – HX route patronage – GWRC to provide • The Golden Mile has a function as the central spine in the wider city's bus network where east-west and north-south services converge. Need evidence to support number / % of bus routes and passengers that use this central spine • Golden Mile design implications for capacity along Golden Mile: project will result in bus travel time improvements due to removing general traffic, closing side streets and optimising bus stops. What evidence is there of any impacts to e.g. capacity issues for buses and passengers? i.e. one lane each direction and inline bus stops, so no passing opportunity. • Modelling: 1. Of journey time benefits of the Harbour Quays – in terms of current express routes journey times down the Golden Mile compared to what journey times would be if they went down the Harbour Quays. 2. Potential journey times on the Golden Mile as a result of some routes being moved to the Harbour Quays. Nb. Tonkin and Taylor are doing modelling work on the Golden Mile current and planned future state. **Relevant reports and background information:** • LGWM Golden Mile Bus Stop Capacity Calculations, Aurecon / Future Group, Jacobs / GHD. September 2021. This noted the capacity constraints of the current Golden Mile at a specific bus stop level. • Wellington City Bus Review, MRCagney, 2011. Report notes the "Golden Mile Capacity problem" which includes identification of the need for a second spine and suggested routing below on Map 2. • Central Area Bus Operational review, Opus, November 2009. Recommended a suite of operational changes to the bus services and the Golden Mile to increase capacity including a recommendation for an "express service model" using a parallel route (second spine) as well as recommendations for suburban hubbing, better utilisation of fleet and other measures. GWRC advise many of which have been implemented since then. Report also recommended a number of measures to optimise capacity of the current Mile noting this could provide capacity for up to 120 buses per hour which is still significantly less than what GWRC are projecting is required by 2034. • Draft bus priority action plan report, GWRC / WCC December 2019. Note this report specifically did not focus on Golden Mile due to this being part of the scope of LGWM	• Increased productivity of buses

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Problem 2: Temporary network disruption for all modes in the Harbour Quays corridor 40%	Multiple transport and urban development projects, including construction of the Golden Mile project over the next 2-3 years in the central city area will result in a loss of network capacity and disruption to all travel modes in the Harbour Quays corridor resulting in travel time delays, poor customer experience and a lack of network resilience	• *For consideration:* Should the problem statement say temporary network disruption for all modes in the city centre rather than just the Harbour Quays corridor network disruption will include the Golden Mile works and Wellington Water works and building strengthening works bus disruption might occur on multiple corridors. • WCC to provide evidence of / data of disruption caused by construction projects / roadworks – both on Harbour Quays and impacts on other cross city corridors e.g. SH1 • Changing Lanes report – WCC to provide • Known and planned projects in the central city area, including Golden Mile, WWL works on Wakefield Street, Te Ngākau re-development, private developments projects	• Minimise loss of travel time reliability for cars and buses • Travel time and customer experience reliability for bus passengers • Minimise loss of service for bus passengers • Central city are remains attractive destination

Problem 3: Poor level of service connections for bikes across the central city area
10%
	Substandard level of service connections for bikes across the central city are resulting in increased conflicts between users of shared space on the Waterfront and an inability to optimise investment in the broader bike network	• Changing Lanes report – WCC to provide
		• Bike network plan – analysis to support increased network optimsation? WCC to provide
		• User conflicts on Waterfront. WCC to provide
			• Greater optimisation of investment in broader cycle network, including:
			  ○ Increased people on bikes
			  ○ Increased mode shift
			• Increased safety for bikes and pedestrians
			• Reduced conflict in shared spaces on the waterfront

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Figure 3: GWRC actual and projected Golden mile bus numbers below based on GWRC LTP forecasting.

AM PEAK	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
GM Northbound	119	97	102	88	81	87	89	96	108.1	115.6	121.6	127.8	132.9	137.9	142.6	145.6	148.4	150.9
GM Southbound	120	76	74	75	65	70	70	78	87.8	93.9	98.8	103.8	108.0	112.1	115.9	118.3	120.6	122.6
Brandon Southbound	5	17	17	17	11	11	10	15	16.9	18.1	19.0	20.0	20.8	21.6	22.3	22.8	0.0	0.0
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Metlink patronage forecast used to factor bus numbers									
PM PEAK	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
GM Northbound	112	76	79	83	79	80	82	88	99.1	105.9	111.4	117.1	121.8	126.4	130.7	133.5	136.0	138.3
GM Southbound	111	78	83	84	81	86	89	94	105.8	113.1	119.0	125.1	130.1	135.0	139.6	142.6	145.3	147.8
Brandon Northbound	8	19	18	18	14	14	13	15	16.9	18.1	19.0	20.0	20.8	21.6	22.3	22.8	0.0	0.0
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Metlink patronage forecast used to factor bus numbers									

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Map 2: Potential rerouting of buses for second spine, Source: Wellington City Bus Review, MRCagney, 2011



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4. Broader contextual challenges

In addition to the problems noted above, there are also a range of broader issues and challenges that will need to be addressed to resolve these problems. Some of these will be the focus of the programme Board, some will need to be addressed by projects identified in the Harbour Quays corridor.

These have been identified through the approach noted above including a review of background information, interviews and the workshop process. These have been identified to help set up the programme and any projects for success and *do not* predetermine any particular project or solution.

Table 2: Broader issues and challenges that will need to be addressed to resolve these problems

Challenges, issues and risks	Description and considerations
Political context	• Potential for change to decisions on the Golden Mile creates uncertainty for planning of Harbour Quays and other projects • Significant scrutiny of officer advice by elected members may lead to increased scope, time and costs • Potential lack of trust and different priorities between GWRC and WCC councillors may undermine decision making • Scrutiny of WCC decisions by Government
Economic context	• City and broader economy is currently under significant pressure • Need to recognise challenging economic environment for businesses in central city area and lower ability to withstand or accept impacts of disruption • Current economic challenges are also an opportunity including city centre revitalisation
Focus on people: Why story and social license. The acceptance of disruption is low and potential for significant backlash	• Need for clear and compelling 'why' story – why now, why the Harbour Quay corridor, why action is required (rather than do nothing) – this is key to underpinning any next steps • Public story very important: Needs to be of multi-modal benefits for all users, productivity, city vibe, safety • Need rigor of evidence need for investment including any second spine and that Golden Mile is at capacity or what happens when capacity is exceeded. • Metrics to support change will be important with 'bullet proof' data • Need for joined up communications and engagement with key stakeholders across central city projects including with businesses impacted by disruption • There is a risk that the project, including the reduction of capacity for private vehicles on the Quays, attracts strong public backlash particularly in the context of rising rates and struggling inner city businesses.
Views on what success looks like	• Alignment on the problems / why - avoid jumping to the solution and route • Public transport customers and bike users experiences are at the heart of potential benefits • Compelling evidence base on why we need it now • Multi modal corridor approach

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	• Clear plan for short term delivery • Agreed process for longer term solution(s)

Multi-modal and whole of network approach	• Solutions for Harbour Quays will be key to enable wider network optimisation, resilience and capacity
	• Any solutions will require integrated approach across modes, the network and service provision
	• There is currently no broader agreed transport plan for the city, with a lot of parallel planning processes underway so it is currently unclear how Golden Mile / Harbour Quays fits with broader key projects in City – to be addressed by the Central City Vision
	• Need alignment on the problems / why across projects - avoid jumping to the solution and routes
	• Need clarity of the programme and how projects fit together – spatially, timing, leading organisations to help show and tell the bigger picture
	• Response to the difference problems may drive difference solutions, including timing of these. Need to be clear on what short or longer term options are aiming to achieve.
	• Perception of different priorities
	  ○ WCC perceived as bike focused
	  ○ GWRC perceived as bus focused
	  ○ WCC is the RCA – need to keep city moving
	• Golden Mile construction planned from Jan 2025. Will be staged:
	  ○ Start intersection of Kent / Cambridge and Courtenay
	  ○ Then Courtenay
	  ○ Then Willis / Manners / Lambton
	  ○ Therefore, temporary solutions on Harbour Quays could be staged by way of TTM – learn and adjust
	  ○ Key risk is timing – unless TTM approach a temporary solution would be very challenging to put in place in time for start of construction

Compelling evidence base	• A key next step will be GWRC collating a robust evidence base to support the problems, benefits and KPIs • There is a lack of confidence in what degree of modelling can be used as a basis for decision making in complex networks – as alternative what can be trialled and learnt from and adjusted?
Timing and urgency	• Problems 1 and 2 in particular are *now* problems and there will need to be a temporal or tactical element to solutions such as temporary traffic management. There is a risk that planning for a permanent solution(s) becomes the focus at the expense of short term action. • There is a need for the partners to demonstrate action and the ability to deliver ahead of the problems coming to a head, in particular impacts on buses due to construction projects including the Golden Mile • Need for clear milestones, demonstrate progress – short term solution in place in 12 months?
Governance, partner relationships, programme approach and interdependencies with	• There are a range of known projects and plans in the central city area. While some are well defined, many are in early stages and therefore lack clear scope or timing. The impacts and interdependencies of these need to be better understood

multiple projects in central city area	• An ongoing programme approach and overview will required in order that any specific projects respond to the broader operating context • This is a challenging joint programme and there is a need for agreed programme structure and controls including team set up, decision making rights, meaningful input of both partners, clear scope etc. The approach needs to reduce friction between partners and enhance reputation of both • Both partners are concerned whether there is sufficient capacity and capability for the programme • Yet to agree on detail of funding – WCC lead on project and GWRC will only contribute if involved and aligned on scope and approach • Establishment of the project team important – clarity of accountabilities between GWRC and WCC – intent and need for dedicated project team • Need to drive ownership of IP of the project by councils – so procurement and resourcing model very important • Potential lack of capacity in Metlink to get involved and to be coordinated across teams / functions • Risk that key people from both organisations not involved enough early = not joint project
Bike network	• The bus priority measures and bike priority measures may be difficult to co-exist in the corridor in the short to medium term, due to central city construction activity and dependent projects using the corridor and network, and alternative interim network options are required.
Other risks	• Poor reputation for the delivery of transport projects in Wellington – delays, costs, disruption, changes in direction etc • Timing relative to start of Golden Mile construction. • There is a risk that if NLTP decisions (September 2024) differ from what is indicated in the draft GPS that NZTA-Waka Kotahi funding may be reduced and ability to deliver the current scope of the project is not possible. • The short-term solution becomes the long-term solution due to other construction activity having partial road closures for the next decade which may impact on the preferred route options. • The short-term solution becomes the long-term solution due to lack of future funding being available either within WCC or NZTA.

5. Potential next steps

This report was been provided to WCC and GWRC for feedback. In particular, feedback on the draft report was needed in relation to:

- Do the problem statement accurately convey the key problems to be resolved? Are these compelling?
- What evidence is there to support these problems now?
- What are the potential benefits? How can these be measured?
- Do the broader contextual challenges accurately capture the wider issues that will need to be addressed?

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Following review feedback, the report has been reviewed and reissued, including confirmation of the problems. In support of the findings of the reports, it is recommended that the following actions are undertaken:

- Board endorsement: The report is considered by the project Board for endorsement, including the problems and any responses needed to the broader contextual challenges
- Evidence: The project team (WCC and GWRC) produce a brief overview document that confirms the evidence base in support of the problems for Board endorsement. This includes collation and interrogation of the evidence. This should be presented through simple, easy to read graphs or figures to aid understanding of the implications. This is particularly pressing and will need to have a strong focus on impacts on buses and bus passengers in relation to the problems identified
- Confirmation of benefits, and KPIs for investment by project team for Board endorsement. This may include a further workshop between the partners, informed by the evidence
- Options analysis: the project team undertakes a long list to short list process to consider responses to address the problems and realization of benefits.

6. Limitations and acknowledgements

This report provides WCC and GWRC with an independent report on the key transport related problems on the Harbour Quays corridor. The report also highlights the broader issues and challenges that will need to be addressed to resolve these problems.

The report is based on the approach outlined above and the scope of this report does not include a review of this evidence.

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Appendix 1: List of workshop attendees

Participants and attendees at the workshop on 4 July 2024 included the following people.

Organisation	People
Wellington City Council	• Liam Hodgetts, Chief Planning Officer • Siobhan Proctor, Chief Infrastructure Officer • Bradley Singh, Manager Transport and Infrastructure • Vida Christeller, Manager City Design • Joe Hewitt, Principal Advisor Transport Strategy • Moana Mackey, Chief Advisor to the Chief Planning Officer
Greater Wellington Regional Council / Metlink	• Luke Troy, GM Strategy • Tim Shackleton, Manager Strategy and Investments • Alex Campbell, Principle Advisor Network Design • Dave Boyd, Manager Customer Metlink
Other attendees	• Hamish Lobb, WCC, Project Manager • Raphael Hilbron, Agite (observer)

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Appendix B: Harbour Quays Option Assessment 2024

Wellington City Council

HARBOUR QUAYS OPTIONS ASSESSMENT

13 AUGUST 2024

PUBLIC



HARBOUR QUAYS OPTIONS ASSESSMENT

Wellington City Council

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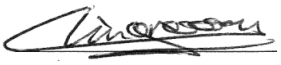
REV	DATE	DETAILS
1	2 August 2024	Draft for Client comment
2	13 August 2024	Final

	NAME	DATE	SIGNATURE
Prepared by:	Hilary Fowler	13 August 2024	
Reviewed by:	Chris Groom / Sam Thornton	13 August 2024	 
Approved by:	Roger Burra	13 August 2024	

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EXECUTIVE SUMMARY

Purpose and background

The purpose of this report is to outline the optioneering process to choose preferred interim and long-term route options for buses and people on bikes along or adjacent to the Harbour Quays.

The identified problems to be addressed in the corridor (and their associated weightings) are:

- Lack of peak time capacity for buses on the central spine of Wellington's bus network along the Golden Mile (50%)
- Temporary network disruption for all modes in the Harbour Quays corridor (40%)
- Poor level of service connections for bikes across the central city area (10%)

Wellington City Council (WCC) and Greater Wellington Regional Council (GWRC) have decided to adopt a staged approach with interim improvements implemented in the short term followed by more permanent improvements in the long-term. The interim improvements may have several stages with the bus route the initial priority.

WCC and GWRC are developing this project in partnership. A series of workshops with representatives of WCC, GWRC, and the NZ Transport Agency (NZTA) were held to determine and assess interim options for short-term implementation, and permanent options for long-term investment.

Interim options

Two interim options were developed:

- T01 – Split Bus Route, which splits northbound and southbound buses between the Harbour Quays and the Featherston route. Bikes are accommodated on the Harbour Quays.
- T02 – Kerbside Bus, which has buses in both directions on the Quays on either side of the road. Bikes are accommodated on the Featherston route.

Permanent options

Eight permanent options were developed:

- P01A – Split Bus Route, which permanently splits northbound and southbound buses between the Harbour Quays and the Featherston route. Bikes are accommodated on the Harbour Quays.
- P01B – Split Bus Route Variant, which is similar to P01A, but has buses travelling on a slightly different route which avoids the City to Sea bridge pinchpoint.
- P02A – Buses Kerbside on Quays, which has buses travelling along kerbside bus lanes on the Harbour Quays, with bikes provided for on the Featherston route.
- P02B – Buses Cityside on Quays, which has buses travelling along a two-way busway on the cityside of the Harbour Quays, with bikes provided for on the Featherston route.
- P02C – Buses Centre-Running on Quays, which has buses travelling along a two-way busway along the centre of the Harbour Quays, with bikes provided for on the Featherston route.
- P03 – Buses on Featherston, which has buses travelling along a two-way busway along the Featherston route, with bikes provided for along the Harbour Quays.

- P04A – Buses and Bikes Cityside on Quays, which has both buses and bike travelling on the Harbour Quays in both directions, reducing traffic capacity to three lanes.
- P04B – Buses Cityside and Bikes Waterfront Side on Quays, which has both buses and bikes travelling on the Harbour Quays in both direction, but with traffic capacity of four lanes

Assessment criteria

Each set of options was assessed against a broad range of criteria divided into seven categories:

- Bus
- Bikes
- Pedestrians
- Place
- Strategic alignment
- Effects
- Implementability

Preferred options

The preferred interim option was T01 – Split bus route. This option avoids the need for bus passengers to cross the Quays to access Golden Mile or nearby destinations. It allows both the Featherston and Quays routes to be tested for traffic and bus travel time impacts. It also avoids the added costs of providing a contra-flow bike facility along the Featherston route.

It is anticipated that this interim option will be implemented in two stages. The first stage will be to implement the bus improvements, given the urgency of having an alternative during Golden Mile construction. Improvements for people on bikes will be implemented as a later stage.

No preferred option was selected for a permanent solution. While options P03, P04A, and P04B scored highest, it was agreed amongst stakeholders that more information is needed to more robustly test the options. It was agreed that all the options tabled through this options assessment process will remain to be considered through a robust Business Case process. No options were fatally flawed based on the available information. However, funding availability may mean some options are not feasible.

While identifying the need for bike provision as part of this process, the addition of bike infrastructure may be done at a later stage of the project.

1 PROJECT BACKGROUND

1.1 PURPOSE

The purpose of this report is to outline the optioneering process to choose a preferred interim and long-term route options for buses and people on bikes along or adjacent to the Harbour Quays.

Options are considered for both an interim solution and a long-term / permanent solution.

1.2 BACKGROUND

Wellington City Council (WCC), in partnership with Greater Wellington Regional Council (GWRC), are investigating the possibilities for an additional bus priority route through the central city parallel to the Golden Mile. Construction on the Golden Mile, expected to begin in 2025[1], will require diversion of buses away from the Golden Mile. Provision of an additional bus priority route could provide an improved level of service for bus users during construction of the Golden Mile and other events which cause disruption on the Golden Mile route. Figure 1-1 shows the project context.

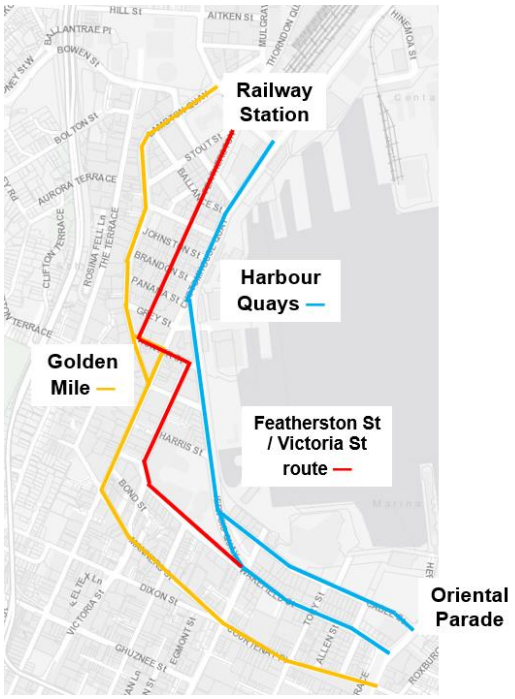


Figure 1-1: Map showing Harbour Quays route in context

[1] https://www.letstalk.wellington.govt.nz/golden-mile

The Harbour Quays route is explicitly mentioned in the Government Policy Statement (GPS) 2024-27 as a priority for public transport funding.[2]

As well providing bus priority, WCC want to implement a north-south facility people on bikes between the Railway Station and Oriental Parade. This was directed by WCC's Environment and Infrastructure Committee on 30 November 2023.[3] Figure 1-2 shows WCC's Paneke Pōneke Bike Network Plan, approved by Councillors in 2022.

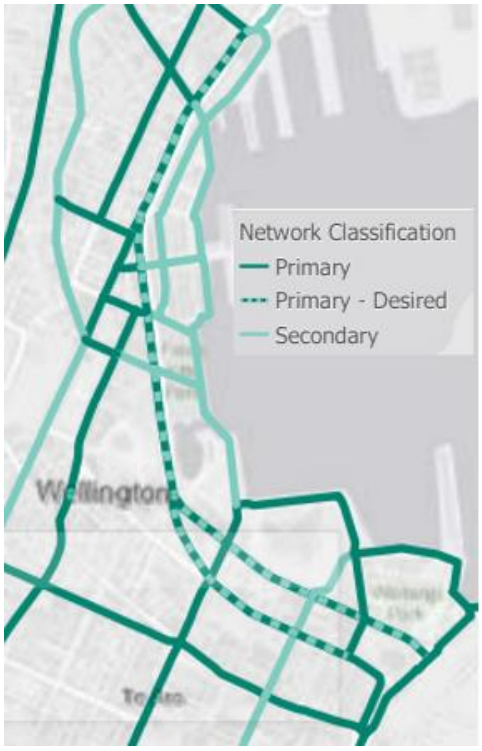


Figure 1-2: Paneke Pōneke - Bike Network Plan along Harbour Quays (Source: WCC)

1.2.1 PROBLEMS TO SOLVE

An integrated transport planning approach is required to deliver the best outcomes for all modes along this important corridor and any adjacent corridors.

At an Investment Logic Mapping (ILM) workshop undertaken by the project partners, it was agreed that the key problems (and their associated weightings) to be solved are:

- Capacity on the Golden Mile for buses at peak times (50%)
- Temporary network disruption for all modes in the corridor (40%)
- Poor bike level of service across the city (10%)

[2] https://www.transport.govt.nz/assets/Uploads/Government-Policy-Statement-on-land-transport-2024-FINAL.pdf

[3] https://wellington.govt.nz/-/media/your-council/meetings/committees/kt-environment-and-infrastructure/2023-11-30-minutes-eic.pdf

The Partners seek to identify the route(s) that can be reconfigured to:

- Reduce bus congestion on the Golden Mile
- Increase the bus capacity through the central city at peak times
- Improve level of service people on bikes travelling between the Wellington Railway Station and Oriental Parade.

1.3 STAGED APPROACH

The improvements for buses and bikes along the Harbour Quays and surrounding streets are expected to be delivered in two or more stages; an interim stage and a long-term / permanent stage. While bike provision has been identified as part of this process, the addition of bike infrastructure may be done at a later stage of the project. The installation of bus priority measures in either the interim or permanent solution is independent of the installation of cycling facilities.

The interim approach will be the first stage and aims to deliver improvements without major civil works within a relatively short timeframe. Some elements (for example bus stops) may be constructed permanently as part of this approach. An interim solution is expected to be implemented in 2025.

The second stage of delivery of bus and bike improvements will be permanent and may involve more substantive civil works, streetscaping, and changes to network circulation. A budget of $57 million has been identified for implementing a permanent solution. The timeframe for the implementation of a permanent solution is to be determined.

1.4 ASSESSMENT APPROACH

Interim and permanent options have been developed and assessed across a series of workshops. Representatives from WCC, GWRC, NZTA, and WSP have attended the following workshops throughout July 2024, as listed in Table 1-1.

Table 1-1: Workshops held throughout the Harbour Quays options assessment

WORKSHOP CONTENT	DATE
Options capture	Tuesday, 2 July
Assessment criteria and options development	Monday, 8 July
Options assessment	Friday, 19 July
Preferred option confirmation	Monday, 29 July

1.5 CONSTRAINTS AND CONSIDERATIONS

This section outlines some of the constraints of implementation along the Harbour Quays and other issues to consider when developing and assessing options.

1.5.1 EXISTING CROSS-SECTIONS

We have selected five locations to demonstrate typical cross-sections of the Harbour Quays corridor and the partly parallel Featherston Street / Victoria Street corridor. Figure 1-3 shows the locations of the five cross-sections.

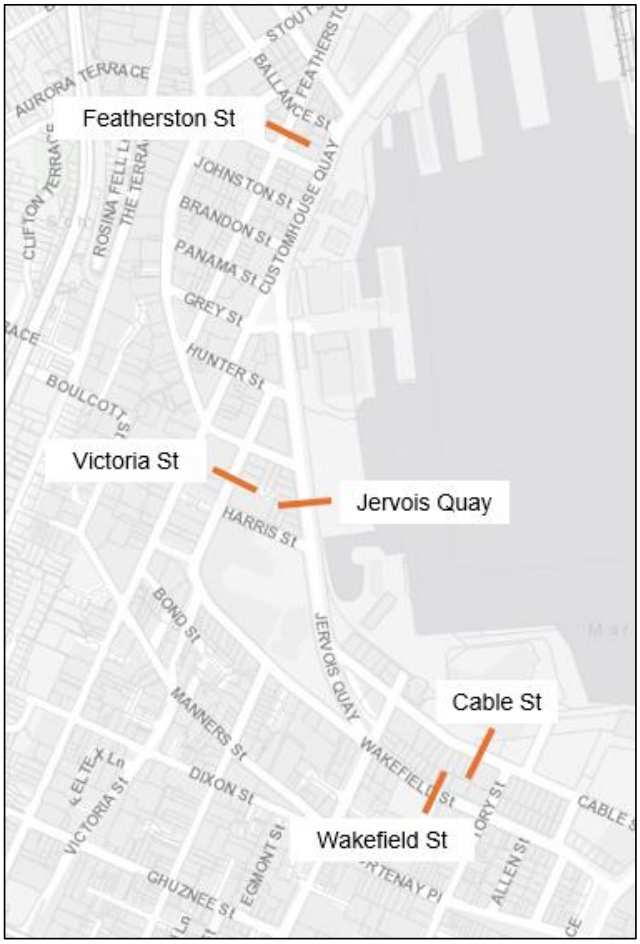


Figure 1-3: Cross-section locations along the Harbour Quays and Featherston Street / Victoria Street corridors

Figure 1-4 shows the existing cross-section for Featherston Street between Ballance Street and Waring Taylor Street. One-way traffic is southbound. This represents a reasonably typical cross-section of Featherston Street, although parking arrangements and footpath widths vary.

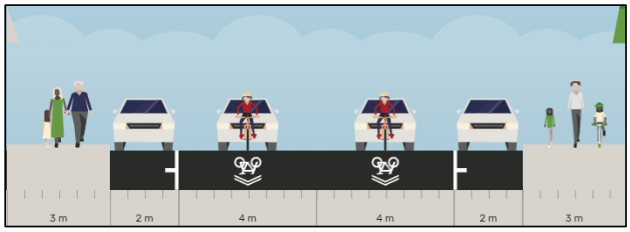


Figure 1-4: Featherston Street existing cross-section

Figure 1-5 shows the existing cross-section for Victoria Street between Harris Street and Hunter Street. One-way traffic is southbound. Note that during re-construction of Te Matapihi Central Library, Victoria Street is temporarily reduced to one southbound traffic lane through the Harris Street intersection as far as Wakefield Street.

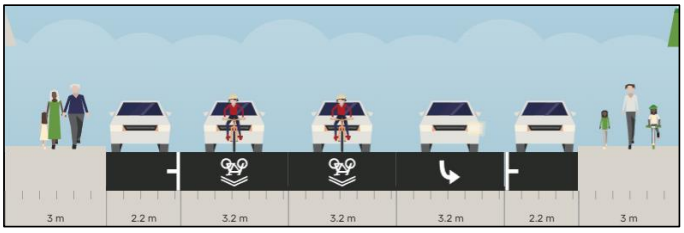


Figure 1-5: Victoria Street existing cross-section

Figure 1-6 shows the existing cross-section for Jervois Quay immediately north of Harris Street. This cross-section is slightly wider than typical two-way sections of the Harbour Quays route which typically have no parking and reduced footpath widths. This section has been chosen as it is a suitable location for bus stops due to the additional width.

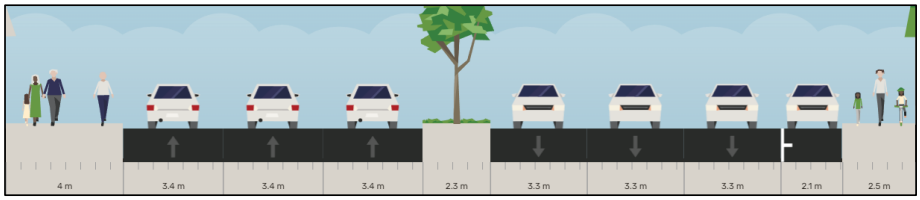


Figure 1-6: Jervois Quay existing cross-section

Figure 1-7 shows the existing cross-section for Cable Street between Taranaki Street and Tory Street. One-way traffic is southbound. This represents a reasonably typical cross-section of Cable Street, although parking arrangements and footpath widths vary. Not shown is the indented parking on the north side between street trees.

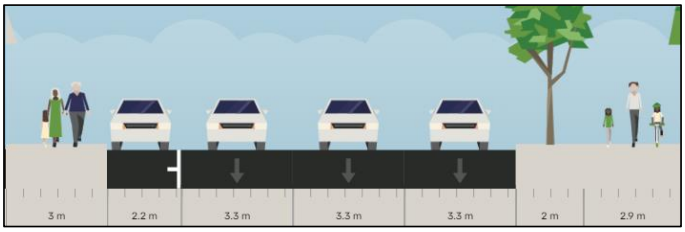


Figure 1-7: Cable Street existing cross-section

Figure 1-8 shows the existing cross-section for Wakefield Street between Taranaki Street and Tory Street. One-way traffic is northbound. This represents a reasonably typical cross-section of Wakefield Street, although parking arrangements and footpath widths vary.

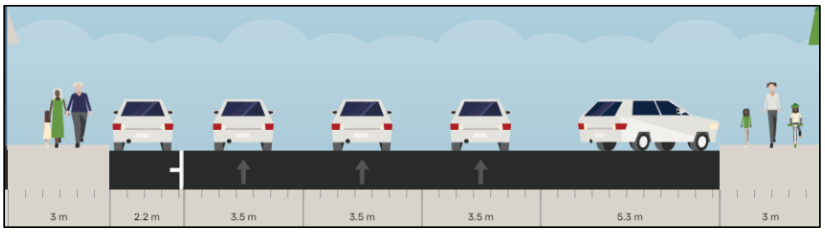


Figure 1-8: Wakefield Street existing cross-section

Table 1-2 displays additional information, such as traffic volumes and speeds, regarding the existing corridors being considered as part of the Harbour Quays option assessment.

Table 1-2: Information regarding corridors under consideration

SEGMENT	ONE NETWORK FRAMEWORK CLASSIFICATION	TRAFFIC VOLUME (AADT)[4]	SPEED LIMIT (KMPH)	MEAN OPERATING SPEED (KMPH)[5]
Waterloo / Customhouse / Jervois Quays	Urban Connector	28,200-36,800 vehicles per day (vpd)	50	40
Wakefield Street (between Jervois Quay and Tory Street)	Main Street	16,600 vpd	50	32
Cable Street	Main Street	20,700 vpd	50	38
Featherston Street (between Bunny St and Whitmore St)	Main Street	11,000-12,000 vpd	30	27

[4] According to Mobile Roads information retrieved July 2024
[5] According to MegaMaps information retrieved July 2024

Featherston Street (between Brandon St and Grey St)	Main Street	8,000-9,000 vpd	30	27
Victoria Street (between Hunter St and Wakefield St)	Main Street	8,000-9,000 vpd	30	29

1.5.2 CITY TO SEA BRIDGE

The City to Sea bridge, shown in Figure 1-9, is a pedestrian bridge over Jervois Quay connecting Te Ngākau Civic Square to the waterfront. Its structure presents a pinch-point for the road corridor which restricts the possibilities for accommodating both buses and people on bikes. It is possible that this bridge will be demolished in future due to its structure being earthquake-prone. Te Ngākau master planning work includes plans for the bridge and the lagoon sea wall which require strengthening. If the bridge is to be demolished, this presents more possibilities for the corridor. Many of the permanent options considered in this report rely on the City to Sea bridge being demolished.



Figure 1-9: City to Sea Bridge over Jervois Quay (Source: Google Maps Streetview and WCC Wellington Maps)

1.5.3 CENTRAL MEDIAN

A central median exists along much of the length Customhouse and Jervois Quays. . Where it exists, the median is built-up and planted with shrubs and pohutakawa trees, as shown in Figure 1-10. The median restricts the ability to quickly implement temporary changes to reallocate road space in the corridor while relocating the median increases the costs for permanent options. The median provides important urban amenity and forms a key green corridor as part of the Green Network

Plan[6] so its removal would be detrimental. Many of the permanent options considered in this report rely on the median being removed or relocated.



Figure 1-10: Median on Jervois Quay

1.5.4 LAND USE DEVELOPMENT

There are developments along the Harbour Quays route and on nearby streets that will limit the ability to implement changes in the short-term. These include:

- Frank Kitts Park redevelopment (including Fale Malae)
- Te Ngākau Civic Square redevelopment (including works to the Central Library, Town Hall and other buildings in the princinct)
- Michael Fowler Centre car park redevelopment
- Large development planned for block between Featherston Street, Balance Street, and Waring Taylor Street
- An expected redevelopment of the Reading Cinema Site on Wakefield Street
- Wellington NZ i-Site relocating to Takina and for the need to accommodate tour coaches, tour vans and cruise ship drop off and pick up on either Cable or Wakefield Streets.

1.5.5 OTHER CONSIDERATIONS

There are a range of policies and strategies to also be considered in the development of options for the corridor. Many of these strategies refer to mode shift as critical to achieving Wellington's goals for a low-carbon future. These include:

[6] https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/green-network-plan

- Paneke Pōneke Bike Network Plan (2021)
- Te Atakura First to Zero (updated in 2023)
- Heritage area at Post Office Square
- Te Ara Tatou – Traffic Circulation Plan Investigation (2021)
- Green Network Plan (2022)
- Gehl report (2021)
- Introduction of articulated buses expected in Wellington from 2025 for route #2
- The recommended corridor from the LGWM MRT Business Case

2 OPTION DEVELOPMENT

A workshop to capture interim and permanent options was held on Tuesday 2 July 2024. Options were identified and developed further at a subsequent option development workshop held on Monday 8 July 2024.

For both the interim and permanent options, two high-level road corridors are considered for buses and / or bikes, as shown in Figure 2-1. They are:

- The Harbour Quays route which comprises all or part of Whitmore Street, Customhouse Quay, Jervois Quay, Cable Street, and Wakefield Street. All option will connect to the eastern end of the Golden Mile via Kent and/or Cambridge Terraces
- The Featherston route which comprises all or part of Whitmore Street, Featherston Street, Hunter Street, Victoria Street, and Harris Street before connecting to Jervois Quay and the rest of the Harbour Quays route.

There are some possible variations on these routes as indicated by the dashed lines. Some sections of the route are the same for each option.



Figure 2-1: North-south routes considered for buses and bikes through option development

2.1 INTERIM OPTIONS DEVELOPMENT

There are two interim options; T01 – Split Bus Route and T02 – Buses Kerbside on Quays. No significant civil works are required for either option. Regardless of option, northbound bus priority is the same.

2.1.1 T01 – SPLIT BUS ROUTE

The T01 – Split Bus Route option has northbound buses travelling along the Harbour Quays, with southbound buses travelling via the Featherston route. Bike facilities are provided for along the Harbour Quays. Figure 2-2 shows the indicative alignment and cross-section of this option.



Figure 2-2: T01 – Split Bus Route interim option indicative layout

Table 2-1 provides a description of what this option means for buses, people on bikes, and general traffic.

Table 2-1: T01 - Split Bus Route interim option description

	T01 – SPLIT BUS ROUTE
Buses	— Northbound buses on Wakefield Street, Jervois Quay, Customhouse Quay — Southbound buses on Featherston Street, Victoria Street, Harris Street, Jervois Quay, Cable Street

	— Potential variants around southbound bus route (for example, terminating at Taranaki Street, and use of Willeston Street or Hunter Street) — Indicative bus stops are as shown (red circles)
Bikes	— Bikes on Customhouse Quay, Jervois Quay, Cable Street — Potential for bikes to share southbound bus lane on Featherston Street — Provision of lanes through City to Sea bridge pinch-point to be resolved (potential for bikes to go via existing Whairepo Lagoon bridge)
Traffic	— Four traffic lanes retained on the Quays — No changes to traffic access to the Quays from side streets

2.1.2 T02 – KERBSIDE BUS

The T02 – Kerbside Bus option provides for buses travelling in both directions along the Harbour Quays. Bike facilities are provided via the Featherston route. Figure 2-3 shows the indicative alignment and cross-section of this option.

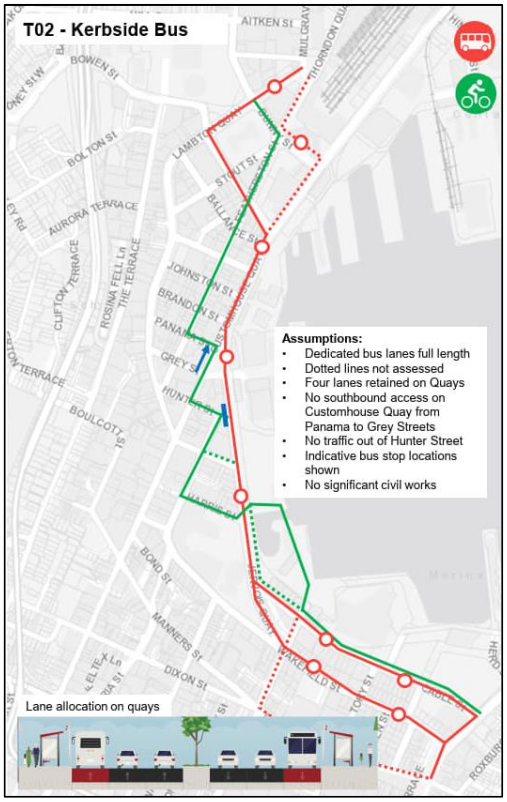


Figure 2-3: T02 –Kerbside Bus option

Table 2-2 provides a description of what this option means for buses, people on bikes, and general traffic.

Table 2-2: T02 – Kerbside Bus option description

	T02 – KERBSIDE BUS
Buses	— Northbound buses on Wakefield Street, Jervois Quay, Customhouse Quay — Southbound buses on Customhouse Quay, Jervois Quay, Cable Street — Indicative bus stops are as shown (red circles)
Bikes	— Bikes on Featherston Street, Victoria Street, Harris Street, Jervois Quay, Cable Street — Potential variants around southbound bike route (for example, use of Willeston Street or Hunter Street) — Provision of lanes through City to Sea bridge pinch-point to be resolved
Traffic	— Four traffic lanes retained on the Quays — No changes to traffic access to the Quays from side streets — No southbound traffic access on Customhouse Quay from Panama to Grey Street — No traffic access out of Hunter Street

2.1.3 SUMMARY OF INTERIM OPTIONS

Table 2-3 provides a summary of which assumptions apply to each of the interim options.

Table 2-3: Application of assumptions to the interim options

ASSUMPTION	T01 – SPLIT BUS ROUTE	T02 –KERBSIDE BUS
Dedicated bus lanes will be provided for the full length	✓	✓
At least four traffic lanes will be retained on the Harbour Quays	✓	✓
No southbound traffic access on Customhouse Quay from Panama St to Grey St		✓
No traffic access out of Hunter St only		✓

2.2 PERMANENT OPTIONS DEVELOPMENT

Eight different options within four option categories were considered for a permanent solution for the Harbour Quays. These options are listed in Table 2-4.

Table 2-4: Permanent options for consideration

OPTION CATEGORY	OPTION
P01 – Split bus route	P01A – Split Bus Route
	P01B – Split Bus Route Variant
P02 – Buses both ways on Quays, bikes on Featherston route	P02A – Buses Kerbside on Quays
	P02B – Buses Cityside on Quays
	P02C – Buses Centre-Running on Quays
P03 – Buses on Featherston	P03 – Buses on Featherston
P04 – Buses and bikes on the Quays	P04A – Buses and Bikes Cityside on Quays
	P04B – Buses Cityside and Bikes Waterfront Side on Quays

Each of these options are described in the following sections.

2.2.1 P01A – SPLIT BUS ROUTE

The permanent P01A – Split Bus Route option is closely aligned with T01 and provides for northbound buses on the Harbour Quays, with southbound buses travelling via the Featherston route. Bike facilities are provided for along the Harbour Quays. Wakefield Street is converted to a two-way busway with traffic access removed. Cable Street is made two-way for general traffic. Road reconstruction and streetscaping are included. Figure 2-4 shows the indicative alignment and cross-section of this option.

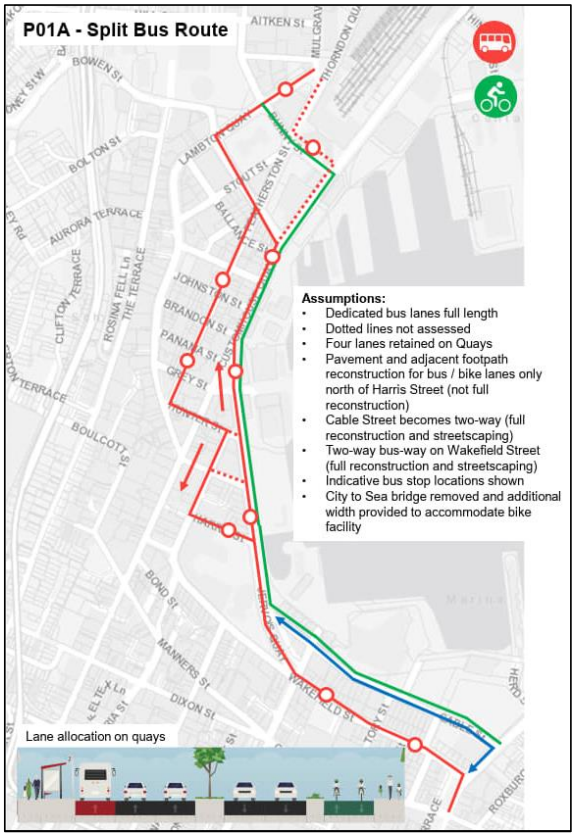


Figure 2-4: P01A – Split Bus Route permanent option indicative layout

Table 2-5 provides a description of what this option means for buses, people on bikes, general traffic and place.

Table 2-5: P01A – Split Bus Route permanent option description

	P01A – SPLIT BUS ROUTE
Buses	— Two-way busway on Wakefield Street — Indicative bus stops are as shown (red circles)
Bikes	— Bikes on Waterloo Quay, Customhouse Quay, Jervois Quay, Cable Street

	— Provision of lanes through City to Sea bridge pinch-point to be resolved (during possible replacement of bridge with at grade crossing)
Traffic / parking	— Four traffic lanes retained on the Quays — Cable Street becomes two-way for general traffic
Place and pedestrians	— Central median with trees retained in its current position — Full reconstruction and streetscaping of Cable Street and Wakefield Street — City to Sea pedestrian bridge removed as part of a separate project, allowing additional width to accommodate a bike facility

2.2.2 P01B – SPLIT BUS ROUTE VARIANT

This option is a variant of the P01 – Split Bus Route option. The variant is that southbound buses travel along Wakefield Street instead of Harris Street. This option does not require the removal of the City to Sea bridge to accommodate a bike facility. Figure 2-5 shows the indicative alignment and cross-section of this option.

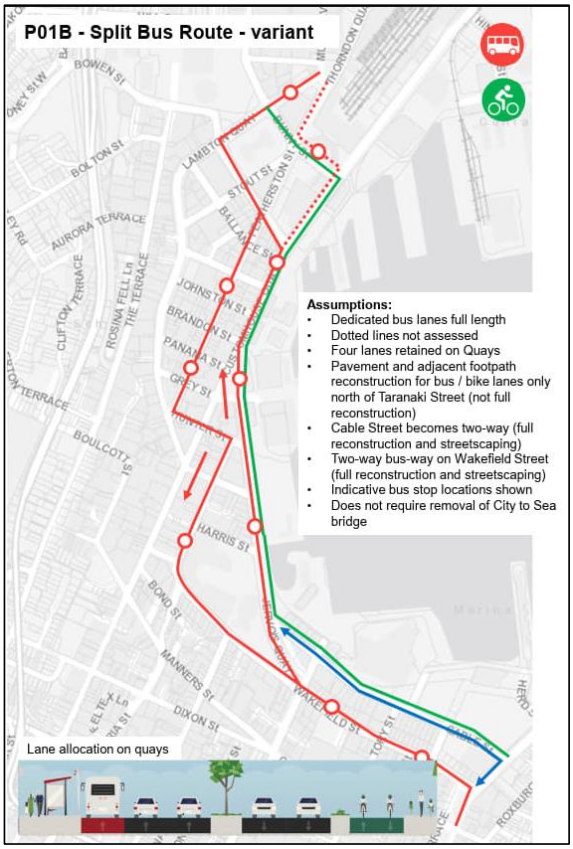


Figure 2-5: P01B – Split Bus Route Variant option indicative layout

Table 2-6 provides a description of what this option means for buses, people on bikes, general traffic, and place.

Table 2-6: P01B –Split Bus Route Variant option description

	P01B – SPLIT BUS ROUTE VARIANT
Buses	— Two-way busway on Wakefield Street — Indicative bus stops are as shown (red circles)
Bikes	— Bikes on Waterloo Quay, Customhouse Quay, Jervois Quay, Cable Street
Traffic	— Four traffic lanes retained on the Quays — Cable Street becomes two-way for general traffic

Place and pedestrians	— Central median with trees retained in its current position — Full reconstruction and streetscaping of Cable Street and Wakefield Street — Removal of City to Sea pedestrian bridge not required

2.2.3 P02A – BUSES KERBSIDE ON QUAYS

The P02A – Buses Kerbside on Quays option provides for buses travelling in both directions along the Harbour Quays and is closely aligned with T02. Bus lanes are located on either side of the street with existing median retained. Bike facilities are provided along the Featherston Street route. Figure 2-6 shows the indicative alignment and cross-section of this option.

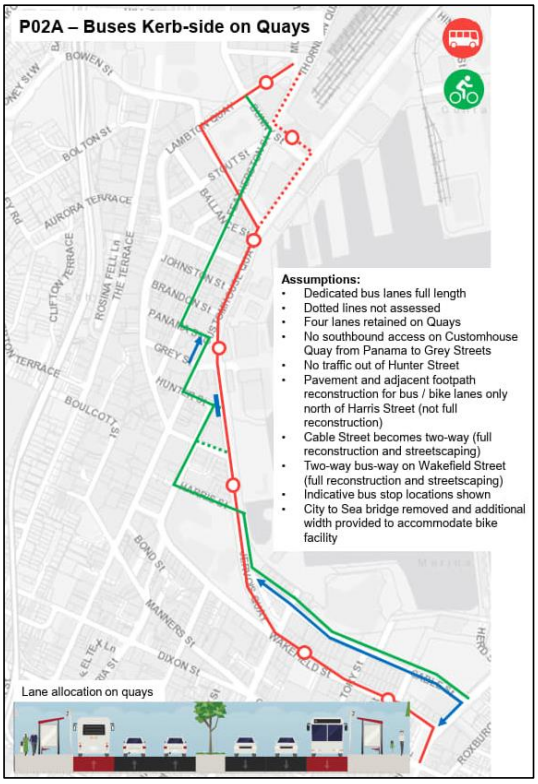


Figure 2-6: P02A – Buses Kerbside on Quays option indicative layout

Table 2-7 provides a description of what this option means for buses, people on bikes, general traffic, and place.

Table 2-7: P02A – Buses Kerbside on Quays option description

	P02A – BUSES KERBSIDE ON QUAYS
Buses	— Two-way buses on Wakefield Street, Jervois Quay, Customhouse Quay
Bikes	— Bikes on Featherston Street, Victoria Street, Harris Street, Jervois Quay, Cable Street — Provision of lanes through City to Sea bridge pinch-point to be resolved — Potential variants around southbound bike route (e.g. use of Willeston Street, Hunter Street or Wakefield Streets)
Traffic	— Four traffic lanes retained on the Quays

	— No southbound traffic access on Customhouse Quay from Panama Street to Grey Street — No traffic access out of Hunter Street — Cable Street becomes two-way for general traffic
Place and pedestrians	— Central median with trees retained in its existing location — Existing footpaths retained — Full reconstruction and streetscaping on Cable Street and Wakefield Street — City to Sea pedestrian bridge removed as part of a separate project, allowing additional width to accommodate a bike facility

2.2.4 P02B – BUSES CITYSIDE ON QUAYS

The P02B – Buses Cityside on Quays option provides a two-way busway along the city side of the Harbour Quays route. Bike facilities are provided along the Featherston route. It requires the closure of several side street accesses. Figure 2-7 shows the indicative alignment and cross-section of this option.

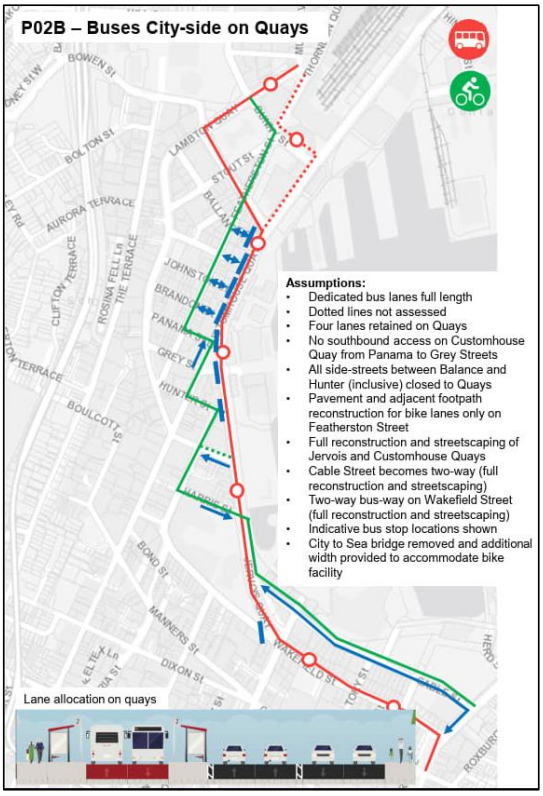


Figure 2-7: P02B – Buses Cityside on Quay option indicative layout

Table 2-8 provides a description of what this option means for buses, people on bikes, general traffic, and place.

Table 2-8: P02B –Buses Cityside on Quays option description

	P02B – BUSES CITYSIDE ON QUAYS
Buses	— Two-way buses on Wakefield Street, Jervois Quay, Customhouse Quay
Bikes	— Bikes on Featherston Street, Victoria Street, Harris Street, Jervois Quay, Cable Street — Provision of lanes through City to Sea bridge pinch-point to be resolved — Potential variants around southbound bike route (e.g. use of Willeston Street, Hunter Street or Wakefield Streets)
Traffic	— Four traffic lanes retained on the Quays

	— No southbound traffic access on Customhouse Quay from Panama Street to Grey Street — All access to and from side streets to and from the Quays between Balance Street and Hunter Street (inclusive) closed — No median separating opposing traffic lanes — Cable Street becomes two-way for general traffic
Place and pedestrians	— Central median with trees moved to be adjacent to busway — Existing footpaths retained — Pavement and adjacent footpath reconstruction for bike lanes only on Featherston Street — Full reconstruction and streetscaping of Jervois Quay, Customhouse Quay, Cable Street, and Wakefield Street — City to Sea pedestrian bridge removed as part of a separate project, allowing additional width to accommodate a bike facility

2.2.5 P02C – BUSES CENTRE-RUNNING ON QUAYS

The P02C – Buses Centre-Running on Quays option provides a two-way busway down the middle of the Harbour Quays, replacing the existing raised median. Bike facilities are provided along the Featherston route. Figure 2-8 shows the indicative alignment and cross-section of this option.

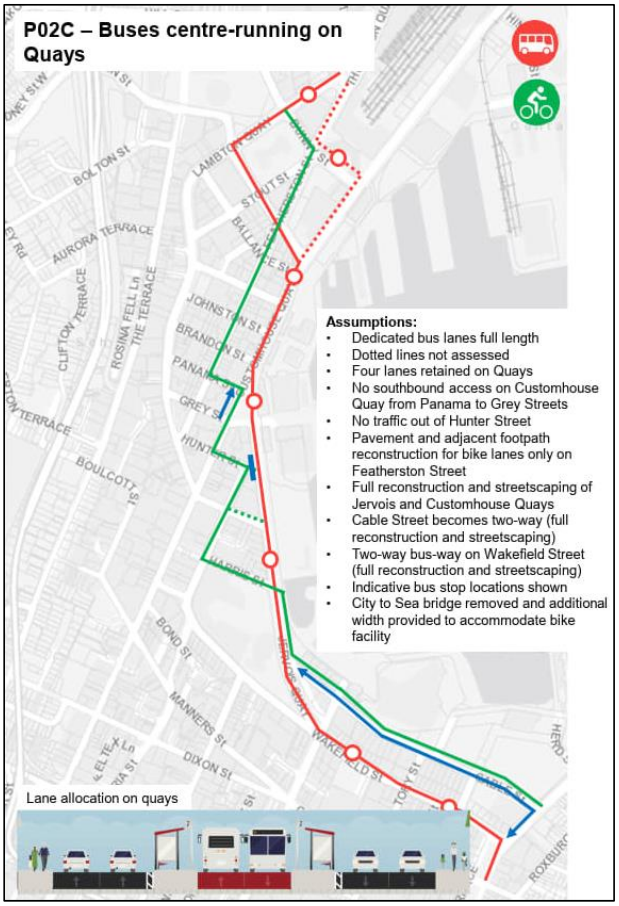


Figure 2-8: P02C – Buses Centre-Running on Quays option indicative layout

Table 2-9 provides a description of what this option means for buses, people on bikes, general traffic, and place.

Table 2-9: P02C – Buses Centre-Running on Quays option description

	P02C – BUSES CENTRE-RUNNING ON QUAYS
Buses	— Two-way buses centre-running on Wakefield Street, Jervois Quay, Customhouse Quay
Bikes	— Bikes on Featherston Street, Victoria Street, Harris Street, Jervois Quay, Cable Street — Provision of lanes through City to Sea bridge pinch-point to be resolved

	— Potential variants around southbound bike route (e.g. use of Willeston Street, Hunter Street or Wakefield Streets)
Traffic	— Four traffic lanes retained on the Quays — Busway separates opposing traffic lanes — No southbound traffic access on Customhouse Quay from Panama Street to Grey Street — No traffic access out of Hunter Street — Cable Street becomes two-way
Place and pedestrians	— Existing central median to be removed and replaced with medians between busway and traffic lanes. Medians will provide room for bus shelters at bus stops and streetscaping between bus stops. — Existing footpaths retained — Pavement and adjacent footpath reconstruction for bike lanes only on Featherston Street — Full reconstruction and streetscaping of Jervois Quay, Customhouse Quay, Cable Street, and Wakefield Street — City to Sea pedestrian bridge removed as part of a separate project, allowing additional width to accommodate a bike facility

2.2.6 P03 – BUSES ON FEATHERSTON

The P03 – Buses on Featherston option provides for buses in both directions along the Featherston Street route. Cycle facilities are provided along the Quays. Figure 2-9 shows the indicative alignment and cross-section of this option.

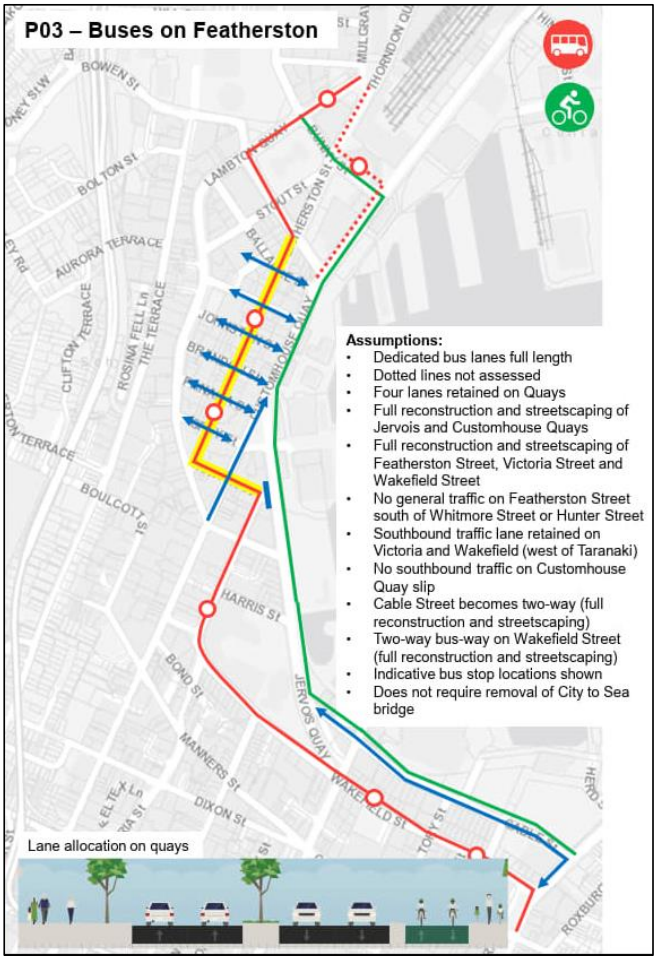


Figure 2-9: P03 – Buses on Featherston Street option indicative layout

Table 2-10 provides a description of what this option means for buses, people on bikes, general traffic and place.

Table 2-10: P03 – Buses on Featherston option description

	P03 – BUSES ON FEATHERSTON
Buses	— Two-way buses on Wakefield Street, Victoria Street, Featherston Street
Bikes	— Bikes waterfront side of the Quays
Traffic	— Four traffic lanes retained on the Quays

	— No general traffic on Featherston Street between Whitmore Street and Hunter Street — No general traffic on Hunter Street — Southbound traffic lane retained on Victoria Street and Wakefield Street — No southbound traffic access on Customhouse Quay slip — Variants with and without converting Cable Street to two-way for general traffic — Cable Street becomes two-way
Place and pedestrians	— Central median with trees retained in its existing location — Footpath reconstruction and streetscaping of Jervois Quay, Customhouse Quay, and Cable Street — Full reconstruction and streetscaping of Featherston Street, Victoria Street, and Wakefield Street — Removal of the City to Sea bridge is not required

2.2.7 P04A – BUSES AND BIKES CITYSIDE ON QUAYS

The P04A – Buses and Bikes Cityside on Quays option provides both a two-way busway and a two-way bike facility on the Harbour Quays. Both are located on the cityside of the Quays corridor. Three traffic lanes are allowed for. Figure 2-10 shows the indicative alignment and cross-section of this option.

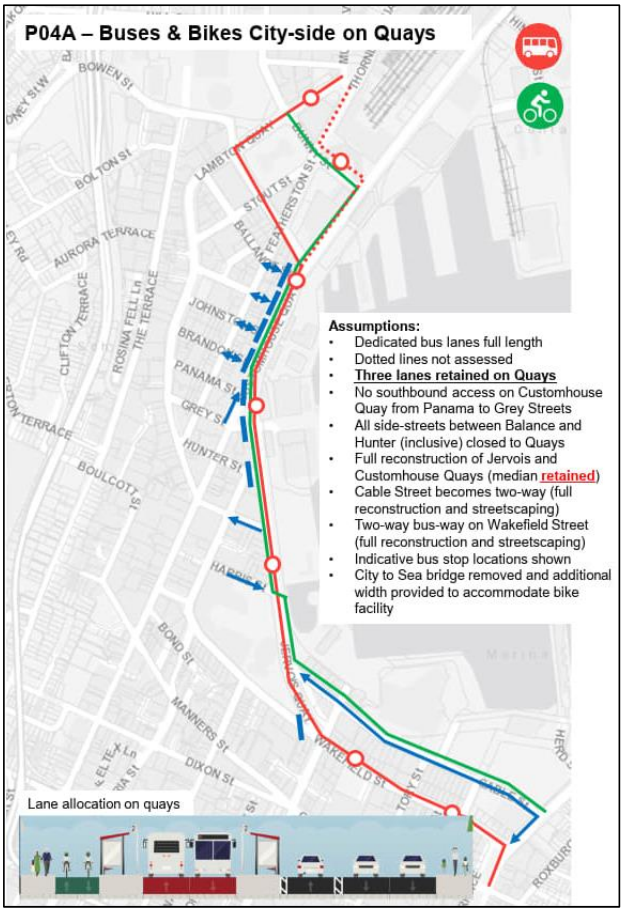


Figure 2-10: P04A – Buses and Bikes Cityside on Quays option indicative layout

Table 2-11 provides a description of what this option means for buses, people on bikes, general traffic and place.

Table 2-11: P04A – Buses and Bikes Cityside on Quays option description

	P04A – BUSES AND BIKES CITYSIDE ON QUAYS
Buses	— Two-way buses cityside on Quays — Two-way busway on Wakefield Street
Bikes	— Bikes cityside of the Quays, between footpath and busway
Traffic	— Three traffic lanes retained on the Quays

	— No southbound access on Customhouse Quay from Panama Street to Grey Street — All side streets between Balance Street and Hunter Street (inclusive) closed to Quays — Cable Street becomes two-way
Place and pedestrians	— Central median with retained in its existing location, but with some tree removal to allow for bus stops — Full reconstruction and streetscaping of Cable Street and Wakefield Street — City to Sea pedestrian bridge removed as part of a separate project, allowing additional width to accommodate a bike facility

2.2.8 P04B – BUSES CITYSIDE AND BIKES WATERFRONT SIDE ON QUAYS

The P04B – Buses Cityside and Bikes Waterfront Side on Quays option provides both a two-way busway and a two-way bike facility on the Harbour Quays. The busway is on the cityside while the bike facility is on the waterfront side of the Quays corridor. The central median is relocated, and four traffic lanes are allowed for. Figure 2-11 shows the indicative alignment and cross-section of this option.

Option P04B has many possible variants – e.g. could include fewer lanes and more trees / footpath etc. This option is a proxy for those many variants.

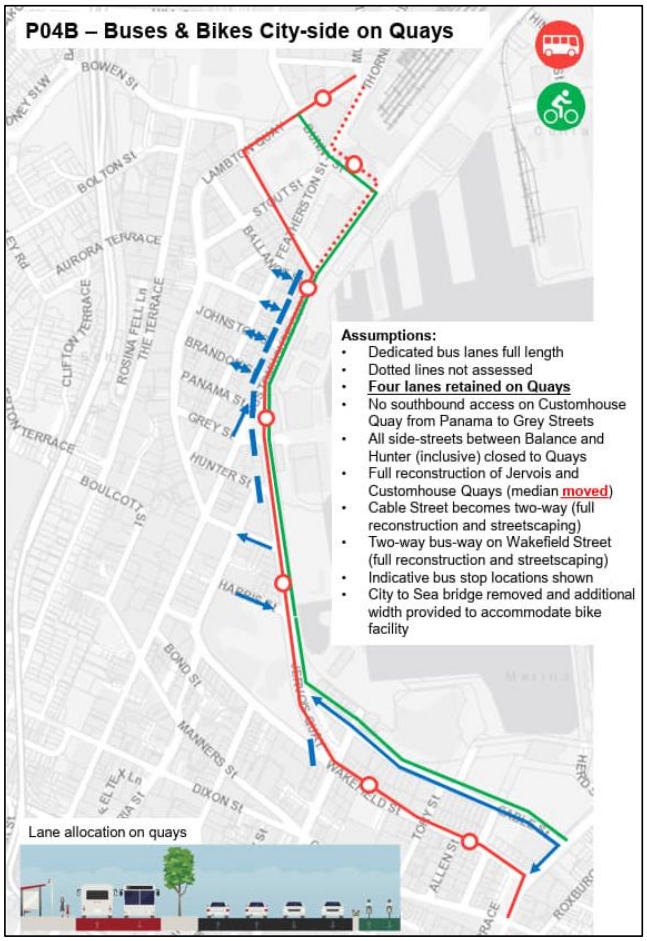


Figure 2-11: P04B – Buses Cityside and Bikes Waterfront Side on the Quays option indicative layout

Table 2-12 provides a description of what this option means for buses, people on bikes, general traffic and place.

Table 2-12: P04B – Buses Cityside and Bikes Waterfront Side on Quays option description

	P04B – BUSES CITYSIDE AND BIKES WATERFRONT SIDE ON QUAYS
Buses	— Two-way buses cityside on Quays

	— Two-way busway on Wakefield Street
Bikes	— Bikes waterfront side of the Quays, adjacent to footpath
Traffic	— Four traffic lanes retained on the Quays — No median between opposing traffic lanes — No southbound access on Customhouse Quay from Panama Street to Grey Street — All side streets between Balance Street and Hunter Street (inclusive) closed to Quays — Cable Street becomes two-way
Place and pedestrians	— Full reconstruction and streetscaping of Jervois Quay and Customhouse Quay — Full reconstruction and streetscaping of Cable Street and Wakefield Street — Existing central median moved city side to provide space for bus stops between busway and general traffic lanes — City to Sea pedestrian bridge removed as part of a separate project, allowing additional width to accommodate a bike facility

2.2.9 SUMMARY OF PERMANENT OPTIONS

Table 2-13 provides a summary of which assumptions apply to each of the permanent options.

Table 2-13: Application of assumptions to the permanent options

ASSUMPTION	P01A	P01B	P02A	P02B	P02C	P03	P04A	P04B
Dedicated bus lanes will be provided for the full length	✓	✓	✓	✓	✓	✓	✓	✓
At least four traffic lanes will be retained on the Harbour Quays	✓	✓	✓	✓	✓	✓		✓[7]
Relocation or removal of Harbour Quays median required with full reconstruction				✓	✓	✓	✓[8]	✓
Full reconstruction of Featherston route required						✓		
Partial reconstruction of Featherston route required to allow contra-flow bike facility			✓	✓	✓			
No general traffic on Featherston St south of Whitmore St and Hunter St						✓		
No southbound traffic access on Customhouse from Panama to Grey		✓						
All access to side streets between Balance St and Hunter St closed				✓			✓	✓
No traffic access out of Hunter St only			✓		✓	✓		
Two-way traffic on Cable St	✓	✓	✓	✓	✓	✓	✓	✓
Two-way busway on Wakefield St	✓	✓	✓	✓	✓	✓	✓	✓
Removal of the City to Sea bridge required	✓		✓	✓	✓		✓	✓

[7] Potential variants with fewer lanes and more provision for amenity / pedestrians could also be considered
[8] The median is retained in this option, though partially reconstruction may be required at bus stops.

3 OPTIONS ASSESSMENT

An options assessment workshop was held on Friday 19 July 2024. The purpose of this workshop was to assess the options against an agreed set of criteria. A number of additional criteria were added by participants during the workshop.

3.1 ASSESSMENT CRITERIA

There were seven broad categories of assessment criteria. They were:

- Bus
- Bike
- Pedestrians
- Place
- Strategic alignment
- Effects
- Implementability

The full list of agreed assessment criteria, and their respective weightings for the interim and permanent options, for assessing the Harbour Quays options are shown in Table 3-1.

Table 3-1: Assessment criteria for interim and permanent Harbour Quays options

CATEGORY	CRITERIA	SUB-CRITERIA	WEIGHTING INTERIM	WEIGHTING (PERMANENT)
Bus	Bus performance	Improved travel time on the new route compared to the Golden Mile	15%	15%
		Improved reliability on the new route compared to the Golden Mile	15%	15%
		Passing ability at bus stops	5%	5%
	Passenger experience	Route legibility	5%	5%
		Safe access between the new route and City destinations	10%	10%
		Safe access between the new route and Waterfront destinations	5%	5%
		Convenient access to City destinations – walking distance from new stops and level of shelter on those routes	10%	10%
		Convenient access to Waterfront destinations –	5%	5%

		walking distance from new stops and level of shelter on those routes		
		General waiting environment at stop locations along the new route	10%	5%
		Seating and shelter at stop locations on the new route	10%	5%
	Other	New route is future proofed for higher-capacity public transit	0%	5%
		Alternative route – ability of the route to provide for disruption from planned and unplanned events on the Golden Mile	10%	5%
		New route increases overall bus network capacity	0%	5%
Bike	Bike connectivity	Provision of a safe and convenient alternative to the Waterfront route (Railway Station to Oriental Bay)	33%	33%
		Provision of a safe and convenient connection between northern and western routes (Thorndon Quay, Thorndon Connections, and Karori) to the wider bike network	33%	33%
		Provision of a safe and convenient connection between southern and eastern routes (Taranaki Street, Cambridge Terrace, and Oriental Parade) to the wider bike network	33%	33%
Pedestrians	Pedestrian level of service	Pedestrian level of service to new bus stop locations	10%	10%
		Pedestrian level of service along and across Featherston Street	20%	20%
		Pedestrian level of service along and across the Quays (including Wakefield and Cable)	20%	20%
	Pedestrian safety	Pedestrian safety (reduced modal conflicts) on the Waterfront	50%	50%

Place	Improved place outcomes	Improved place outcomes along the Featherston Street route	50%	25%
		Improved place outcomes along the Quays route (including Wakefield and Cable)	50%	75%
Strategic alignment	Transport strategies	Te Aro Tatou	13%	10%
		Mode shift / transport choice	50%	40%
		Bike Network Plan	13%	30%
	Place strategies	Green network plan	13%	10%
		Gehl report (2021)	13%	10%
Effects	Traffic network disruption	Traffic network disruption (impact on capacity and queuing which affects adjacent multi-modal routes)	17%	17%
		On-street parking impact	17%	17%
		Traffic safety	17%	17%
	Property access	On-street servicing and mobility	17%	17%
		Business disruption during construction	17%	17%
		Access to off-street parking and servicing	17%	17%
Implementability	Extent of physical works		10%	25%
	Alignment with project budget / ability to implement within project budget		30%	0%
	Long-term retail impact – benefits due to increased activity		0%	10%
	Social license – ability to get approval for Traffic Resolutions		25%	25%
	Alignment with / reliance on other projects (e.g. removal of City to Sea Bridge, lane closure on Wakefield Street at Te Ngākau)		20%	20%
	Construction disruption		10%	15%
	Consentability		5%	5%

3.2 INTERIM OPTIONS ASSESSMENT

Table 3-2 shows the agreed scoring for the two interim options. Option T01 scores better for bus and implementability criteria, while Option T02 scores better for bikes, pedestrians, and effects criteria. There is no score differentiation for place and strategic alignment criteria. Both options score negatively for pedestrian, effects, and implementability criteria.

A more detailed scoring matrix with scoring rationale is provided in Appendix A.

Table 3-2: Scoring matrix for interim options

SCORING CRITERIA CATEGORIES	OPTION T01	OPTION T02
Bus	0.2	-0.1
Bike	0.7	1.0
Pedestrian	-0.2	-0.1
Place	0.5	0.5
Strategic alignment	0.6	0.6
Effects	-1.2	-1.0
Implementability	-1.3	-1.9

3.3 PERMANENT OPTIONS ASSESSMENT

Table 3-3 shows the agreed scoring for the eight permanent options. The highest scoring options were P03, P04A, and P04B. These options score similarly for bus criteria, although P03 has poorer bus travel time but better catchment compared to the P04 variants. All three scored well for bikes and strategic alignment criteria. Regardless of which option is chosen the northbound bus route is the same for the interim stage of the project.

A more detailed scoring matrix with scoring rationale is provided in Appendix B.

Table 3-3: Scoring matrix for permanent options

SCORING CRITERIA CATEGORIES	P01A	P01B	P02A	P02B	P02C	P03	P04A	P04B
Bus	0.2	0.3	-0.1	0.7	0.3	0.6	0.6	0.7
Bike	2.0	2.0	1.7	1.7	1.7	2.0	2.0	2.3
Pedestrian	1.7	1.7	0.8	1.0	0.8	2.1	1.2	1.7
Place	1.3	1.3	1.0	1.8	0.3	2.0	2.3	1.5
Strategic alignment	1.3	1.3	1.3	1.5	1.3	2.0	2.2	1.8
Effects	-1.2	-1.3	-1.2	-1.5	-1.2	-2.0	-1.7	-1.5
Implementability	-1.1	-1.1	-1.7	-1.9	-2.0	-2.0	-1.4	-1.6

4 PREFERRED OPTION CONFIRMATION

A preferred option confirmation workshop was held on Monday, 29 July 2024. The purpose of this workshop was to finalise the scoring and confirmed the preferred interim and permanent options.

4.1 PREFERRED INTERIM OPTION

The preferred interim option is T01 – Split bus route. This option avoids the need for bus passengers to cross the Quays to access Golden Mile or nearby destinations. It allows both the Featherston and Quays routes to be tested for traffic and bus travel time impacts. It also avoids the added costs of providing a contra-flow bike facility along the Featherston route.

This option can proceed to the design stage. It is anticipated that this interim option will be implemented in two stages. The first stage will be to implement the bus improvements, given the urgency of having an alternative during Golden Mile construction. Improvements for people on bikes will be implemented during the second stage.

Key areas of focus for the initial stage of design should include:

- Analysis of preferred southbound route between Hunter Street and Jervois Quay (route variants identified in Figure 2-2)
- Confirm connectivity and provision of dedicated bus facilities on and north / west of Whitmore Street
- Confirm connectivity and provision of dedicated bus facilities south / east of Taranaki Street
- Consider low-cost future proofing for future bike improvements
- Consider opportunities for modal filters to remove turning traffic conflicts with buses.

4.2 PREFERRED PERMANENT OPTION

No preferred option for a permanent solution to the Harbour Quays has been arrived at. While options P03, P04A, and P04B scored highest, it was agreed amongst stakeholders that more information is needed to more robustly test the options. It was agreed that all the options tabled through this options assessment process will remain to be considered through a robust Business Case process. No options were fatally flawed based on the available information. However, available funding may mean that some options are not feasible.

While identifying the need for bike provision as part of this process, the addition of bike infrastructure may be done at a later stage and possibly under a different business case.

5 LIMITATIONS

This report ('Report') has been prepared by WSP New Zealand Limited ('WSP') exclusively for Wellington City Council ('Client') in relation to the Harbour Quays Option Assessment ('Purpose') and in accordance with the AoG Consultancy Services Order with the Client dated 1 July 2024. ('Agreement'). The findings in this Report are based on and are subject to the assumptions specified in the Report. WSP accepts no liability whatsoever for any use or reliance on this Report, in whole or in part, for any purpose other than the Purpose or for any use or reliance on this Report by any third party.

In preparing this Report, WSP has relied upon data, surveys, analyses, designs, plans and other information ('Client Data') provided by or on behalf of the Client. Except as otherwise stated in this Report, WSP has not verified the accuracy or completeness of the Client Data. To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in this Report are based in whole or part on the Client Data, those conclusions are contingent upon the accuracy and completeness of the Client Data. WSP will not be liable for any incorrect conclusions or findings in the Report should any Client Data be incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to WSP.

APPENDIX A

INTERIM OPTIONS FULL SCORING MATRICES

Option T01 Category	Criteria	Sub-Criteria	Score	Discussion
Bus	Bus performance	Improved travel time	1	Minor improvement one direction (compared to GM)
		Improved reliability	1	Dedicated bus lanes but interactions with left turning vehicles
		Passing ability at bus stops	1	Buses can use adjacent lane but likely to be congested
	Passenger experience	Route legibility	-3	split route and directions not logical
		Safe access (City)	0	Similar to existing
		Safe access (Waterfront)	-3	Pedestrians from Waterfront side have to cross both directions of traffic, concerns about safety for people jaywalking to not miss bus
		Convenient access (City)	0	Similar to existing
		Convenient access (Waterfront)	1	Improvement compared to the Golden Mile
		General waiting environment	-1	Worse than Golden Mile, some shelter for both directions
		Seating and shelter	0	Expected to be able to be provided at all indicative locations (will require civil works)
	Other	Future proofing	-1	Traffic sharing lanes not aligned with long term vision
		Alternative route	2	Provides bus priority route separate to Golden Mile
		Network capacity	2	Southbound on Featherston similar capacity to Golden Mile at 60 buses per hour per direction. Northbound Quays higher capacity at 75 buses per hour per direction due to stops being located downstream of intersections
Bike	Bike performance	Alternative Waterfront route	0	Does not provide alternative south of Lagoon
		North / western routes	1	Connects NW routes with Waterfront destinations only
		South / eastern routes	1	Connects E routes with Taranaki Street
Pedestrians	Pedestrian level of service	LoS at bus stops	0	Similar to existing
		LoS Featherston	0	Similar to existing
		LoS Quays	-1	Reduced footpath widths on Cable Street at bus stops
	Pedestrian safety	Reduced conflicts	0	Reduction in bikes on Waterfront, but increase in bikes around Lagoon
Place	Improved Place outcomes	Featherston Street	0	Featherston Street shows to have less space allocated for the private motor vehicle which will improve the cycle experience parking outside bus stops maintained
		Quays	1	Generally the place function is improved across Jervois Quay with the bi-directional cycleway, wider footpaths outside of the bus stops and the introduction of a 1.4 meter wide planting strip between the cycleways and the carriageway. There will be 1 less lane of motorized traffic to cross
Strategic alignment	Transport strategies	Te Aro Tatou	0	No alignment
		Mode shift / travel choice	1	Reduced traffic capacity and improved other modes
		Bike Network Plan	0	Primary route on Quays except for Lagoon diversion
	Place strategies	Green network plan	0	Similar to existing - but creates opportunities
		GEHL Report (2021)	1	Provides for bike on Quays
Effects	Traffic	Transport network disruption	-2	Significant reduction in capacity , LGWM modelling suggested 20-30% reduction in demand required, PT capacity not available to take all of the removed traffic.
		On-street parking impact	-2	Parking removed on both sides of Quays and Cable Street and one side of Featherston and Wakefield
		Traffic safety	0	Similar to existing
	Property access	On-street servicing and mobility	-1	Assume located to side streets
		Business disruption	-2	Bus stops outside businesses on Featherston and Quays
		Off-street parking and servicing	0	Similar to existing
Implementability		Extent of physical works	-1	Targetted works on Featherston and Quays
		Alignment with project budget	-2	Cost of work unknown, potentially outside project budget
		Long term retail impact	0	Not applicable for interim outcomes
		Social licence	-1	Some percieved parking loss on and business disruption on Featherston Street at a time when businesses are struggling, loss of traffic capacity on Quays in favour of bikes
		Alignment with / reliance on other projects	-1	Reliance on two lanes on Featherston Street
		Construction disruption	-1	Moderate disruption
		Consentability	-1	Potential heritage risk at Post Office Square

Option T02				
Category	**Criteria**	**Sub-Criteria**	**Score**	**Discussion**
Bus	Bus performance	Improved travel time	2	Improvement both directions (compared to GM)
		Improved reliability	1	Dedicated bus lanes but interactions with left turning vehicles
		Passing ability at bus stops	1	Buses can use adjacent lane but likely to be congested
	Passenger experience	Route legibility	-1	Partial split route
		Safe access (City)	-3	Pedestrians from city side have to cross both directions of traffic, concerns about safety for people jaywalking to not miss bus
		Safe access (Waterfront)	-3	Pedestrians from Waterfront side have to cross both directions of traffic, concerns about safety for people jaywalking to not miss bus
		Convenient access (City)	-3	Some uncovered routes to new stop locations
		Convenient access (Waterfront)	2	Improvement compared to the Golden Mile
		General waiting environment	-1	Worse than Golden Mile, some shelter for both directions
		Seating and shelter	0	Expected to be able to be provided at all indicative locations (will require civil works)
	Other	Future proofing	-1	Traffic sharing lanes not aligned with long term vision
		Alternative route	2	Provides bus priority route separate to Golden Mile
		Network capacity	3	Quays assessed as having higher capacity than golden mile following transit capacity manual guidance due to stop being located at mid block or downstream of intersections
Bike	Bike performance	Alternative Waterfront route	0	Does not provide effective alternative
		North / western routes	2	Connects NW routes with new Victoria Street route and Golden Mile
		South / eastern routes	1	Connects E routes with Taranaki Street
Pedestrians	Pedestrian level of service	LoS at bus stops	1	Minor improvement due to less pedestrian demand on Quays
		LoS Featherston	0	Similar to existing, longer crossing distance across Featherston but improved access across side roads
		LoS Quays	-1	Reduced footpath widths on Cable Street at bus stops
	Pedestrian safety	Reduced conflicts	0	Similar to existing, minor reduction in bikes on Waterfront
Place	Improved Place outcomes	Featherston Street	0	Featherston Street gets an improved sense of aminity with a landscape strip between the cycle lane and the traffic lane. However 2 lanes of traffic and a bi-directional cycle lane make it still somewhat tricky to cross for pedestrians.
		Quays	1	Place value is slight improved, and there is opportunities for improved place function through amenity planting etc. in between bus stops. However there are still 3 lanes of motorised traffic to cross, to get to the waterfront
Strategic alignment	Transport strategies	Te Aro Tatou	0	No alignment
		Mode shift / travel choice	1	Reduced traffic capacity and improved other modes
		Bike Network Plan	0	Primary route on Featherston except for Lagoon diversion
	Place strategies	Green network plan	0	Similar to existing
		GEHL Report (2021)	1	Provides for buses on the Quays
Effects	Traffic	Transport network disruption	-2	Significant reduction in capacity , LGWM modelling suggested 20-30% reduction in demand required, PT capacity not available to take all of the removed traffic.
		On-street parking impact	-2	Parking removed on both sides of Quays and Cable Street and one side of Featherston and Wakefield
		Traffic safety	0	Similar to existing
	Property access	On-street servicing and mobility	-1	Assume located to side streets
		Business disruption	-1	Bus stops outside businesses on Quays
		Off-street parking and servicing	0	Similar to existing
Implementability		Extent of physical works	-1	Targetted works on Featherston and Quays
		Alignment with project budget	-3	Two-way on Featherston for Bikes (alone) outside expected project budget (based on previous City Street estimates)
		Long term retail impact	0	Not applicable for interim outcomes
		Social licence	-2	High percieved parking loss on and business disruption on Featherston Street at a time when businesses are struggling, loss of traffic capacity on Quays
		Alignment with / reliance on other projects	-1	Reliance on two lanes on Featherston Street
		Construction disruption	-1	Moderate disruption
		Consentability	-1	Potential heritage risk at Post Office Square

APPENDIX B

PERMANENT OPTIONS FULL SCORING MATRICES

Option P01A				
Category	**Criteria**	**Sub-Criteria**	**Score**	**Discussion**
Bus	Bus performance	Improved travel time	1	Minor improvement one direction (compared to GM)
		Improved reliability	1	Dedicated bus lanes but interactions with left turning vehicles
		Passing ability at bus stops	1	Buses can use adjacent lane but likely to be congested
	Passenger experience	Route legibility	-2	Partial split route and directions not logical
		Safe access (City)	0	Similar to existing
		Safe access (Waterfront)	-3	Pedestrians from Waterfront side have to cross both directions of traffic, concerns about safety for people jaywalking to not miss bus
		Convenient access (City)	0	Similar to existing
		Convenient access (Waterfront)	1	Improvement compared to the Golden Mile
		General waiting environment	-1	Worse than Golden Mile, some shelter for both directions
		Seating and shelter	0	Expected to be able to be provided at all indicative locations (will require civil works)
	Other	Future proofing	-1	Traffic sharing lanes not aligned with long term vision
		Alternative route	2	Provides bus priority route separate to Golden Mile
		Network capacity	2	Southbound on Featherston similar capacity to Golden Mile at 60 buses per hour per direction. Northbound Quays higher capacity at 75 buses per hour per direction due to stops being located downstream of intersections
Bike	Bike performance	Alternative Waterfront route	3	Provides direct alternative
		North / western routes	1	Connects NW routes with new Taranaki Street route
		South / eastern routes	2	Connects E routes with Taranaki Street and both S+E routes with northern CBD
Pedestrians	Pedestrian level of service	LoS at bus stops	0	Similar to existing
		LoS Featherston	0	Similar to existing
		LoS Quays	1	Minor improvements in amenity along Quays
	Pedestrian safety	Reduced conflicts	3	Significant reduction in bikes on Waterfront
Place	Improved Place outcomes	Featherston Street	2	Featherston Street shows to have less space allocated for the private motor vehicle which will improve the cycle experience. The footpaths outside of the bus stops can be widened providing opportunities for place improvements, planting etc. However this space should not be used for additional parking, that would lower the score significantly. It will be a lot easier to cross the street.
		Quays	1	Generally the place function is improved across Jervois Quay with the bi-directional cycleway, wider footpaths outside of the bus stops and the introduction of a 1.4 meter wide planting strip between the cycleways and the carriageway. There will be 1 less lane of motorized traffic to cross
Strategic alignment	Transport strategies	Te Aro Tatou	0	No alignment
		Mode shift / travel choice	2	Reduced traffic capacity and improved other modes
		Bike Network Plan	1	Primary route on Quays nothing on Featherston
	Place strategies	Green network plan	1	Opportunity for increased greening on Featherston Street
		GEHL Report (2021)	1	Minor amenity improvements + bikes on Quays
Effects	Traffic	Transport network disruption	-2	Significant reduction in capacity , LGWM modelling suggested 20-30% reduction in demand required, PT capacity not available to take all of the removed traffic.
		On-street parking impact	-2	Parking removed on both sides of Quays and Cable Street and one side of Featherston and Wakefield
		Traffic safety	0	Similar to existing
	Property access	On-street servicing and mobility	-1	Assume located to side streets
		Business disruption	-2	Bus stops outside businesses on Featherston and Quays
		Off-street parking and servicing	0	Similar to existing
Implementability		Extent of physical works	-1	Targetted works on Featherston and Quays, Full reconstruction on Cable and Wakefield
		Alignment with project budget	0	Unknown depedent on outcomes of business case
		Long term retail impact	2	Activation of Featherston Street and south side of Quays and Wakefield Street
		Social licence	-1	Some percieved parking loss on and business disruption on Featherston Street at a time when businesses are struggling, loss of traffic capacity on Quays in favour of bikes
		Alignment with / reliance on other projects	-2	Reliance on two lanes on Featherston Street and removal of City to Sea Bridge
		Construction disruption	-2	Moderate disruption
		Consentability	-1	Potential heritage risk at Post Office Square

Option P01B Category	Criteria	Sub-Criteria	Score	Discussion
Bus	Bus performance	Improved travel time	1	Minor improvement one direction (compared to GM)
		Improved reliability	1	Dedicated bus lanes but interactions with left turning vehicles
		Passing ability at bus stops	1	Buses can use adjacent lane but likely to be congested
	Passenger experience	Route legibility	-2	Partial split route and directions not logical
		Safe access (City)	0	Similar to existing
		Safe access (Waterfront)	-3	Pedestrians from Waterfront side have to cross both directions of traffic, concerns about safety for people jaywalking to not miss bus
		Convenient access (City)	0	Similar to existing
		Convenient access (Waterfront)	1	Improvement compared to the Golden Mile
		General waiting environment	-1	Worse than Golden Mile, some shelter for both directions
		Seating and shelter	0	Expected to be able to be provided at all indicative locations (will require civil works)
	Other	Future proofing	-1	Traffic sharing lanes not aligned with long term vision
		Alternative route	3	Provides three separate bus corridors
		Network capacity	2	Southbound on Featherston similar capacity to Golden Mile at 60 buses per hour per direction. Northbound Quays higher capacity at 75 buses per hour per direction due to stops being located downstream of intersections
Bike	Bike performance	Alternative Waterfront route	3	Provides direct alternative
		North / western routes	1	Connects NW routes with new Taranaki Street route
		South / eastern routes	2	Connects E routes with Taranaki Street and both S+E routes with northern CBD
Pedestrians	Pedestrian level of service	LoS at bus stops	0	Similar to existing
		LoS Featherston	0	Similar to existing
		LoS Quays	1	Minor improvements in amenity along Quays
	Pedestrian safety	Reduced conflicts	3	Significant reduction in bikes on Waterfront
Place	Improved Place outcomes	Featherston Street	2	Featherston Street shows to have less space allocated for the private motor vehicle which will improve the cycle experience. The footpaths outside of the bus stops can be widened providing opportunities for place improvements, planting etc. However this space should not be used for additional parking, that would lower the score significantly. It will be a lot easier to cross the street.
		Quays	1	Generally the place function is improved across Jervois Quay with the bi-directional cycleway, wider footpaths outside of the bus stops and the introduction of a 1.4 meter wide planting strip between the cycleways and the carriageway. There will be 1 less lane of motorized traffic to cross
Strategic alignment	Transport strategies	Te Aro Tatou	0	No alignment
		Mode shift / travel choice	2	Reduced traffic capacity and improved other modes
		Bike Network Plan	1	Primary route on Quays nothing on Featherston
	Place strategies	Green network plan	1	Opportunity for increased greening on Featherston Street
		GEHL Report (2021)	1	Minor amenity improvements + bikes on Quays
Effects	Traffic	Transport network disruption	-2	Significant reduction in capacity , LGWM modelling suggested 20-30% reduction in demand required, PT capacity not available to take all of the removed traffic.
		On-street parking impact	-3	Parking removed on both sides of Quays, Wakefield (north) and Cable Street and one side of Featherston, Victoria and Wakefield
		Traffic safety	0	Similar to existing
	Property access	On-street servicing and mobility	-1	Assume located to side streets
		Business disruption	-2	Bus stops outside businesses on Featherston and Quays
		Off-street parking and servicing	0	Similar to existing
Implementability		Extent of physical works	-1	Targetted works on Featherston and Quays, Full reconstruction on Cable and Wakefield
		Alignment with project budget	0	Unknown depedent on outcomes of business case
		Long term retail impact	2	Activation of Featherston Street and south side of Quays and Wakefield Street
		Social licence	-1	Some percieved parking loss on and business disruption on Featherston Street at a time when businesses are struggling, loss of traffic capacity on Quays in favour of bikes
		Alignment with / reliance on other projects	-2	Reliance on two lanes on Featherston Street, Wakefield Street (north) open and removal of City to Sea Bridge
		Construction disruption	-2	Moderate disruption
		Consentability	-1	Potential heritage risk at Post Office Square

Option P02A				
Category	**Criteria**	**Sub-Criteria**	**Score**	**Discussion**
Bus	Bus performance	Improved travel time	2	Improvement both directions (compared to GM)
		Improved reliability	1	Dedicated bus lanes but interactions with left turning vehicles
		Passing ability at bus stops	1	Buses can use adjacent lane but likely to be congested
	Passenger experience	Route legibility	0	Consistent two-way route on same corridor
		Safe access (City)	-3	Pedestrians from city side have to cross both directions of traffic, concerns about safety for people jaywalking to not miss bus
		Safe access (Waterfront)	-3	Pedestrians from Waterfront side have to cross both directions of traffic, concerns about safety for people jaywalking to not miss bus
		Convenient access (City)	-3	Some uncovered routes to new stop locations
		Convenient access (Waterfront)	2	Improvement compared to the Golden Mile
		General waiting environment	-1	Worse than Golden Mile, some shelter for both directions
		Seating and shelter	0	Expected to be able to be provided at all indicative locations (will require civil works)
	Other	Future proofing	-1	Traffic sharing lanes not aligned with long term vision
		Alternative route	2	Provides bus priority route separate to Golden Mile
		Network capacity	3	Quays assessed as having higher capacity than golden mile following transit capacity manual guidance due to stop being located at mid block or downstream of intersections
Bike	Bike performance	Alternative Waterfront route	1	Provides indirect alternative
		North / western routes	2	Connects NW routes with new Taranaki Street route, Victoria Street route and Golden Mile
		South / eastern routes	2	Connects E routes with Taranaki Street and both S+E routes with northern CBD
Pedestrians	Pedestrian level of service	LoS at bus stops	1	Minor improvement due to less pedestrian demand on Quays
		LoS Featherston	0	Similar to existing, longer crossing distance across Featherston but improved access across side roads
		LoS Quays	1	Minor improvements in amenity along Quays
	Pedestrian safety	Reduced conflicts	1	Minor reduction in bikes on Waterfront
Place	Improved Place outcomes	Featherston Street	1	Featherston Street gets an improved sense of aminity with a landscape strip between the cycle lane and the traffic lane. However 2 lanes of traffic and a bi-directional cycle lane make it still somewhat tricky to cross for pedestrians.
		Quays	1	Place value is slight improved, and there is opportunities for improved place function through amenity planting etc. in between bus stops. However there are still 3 lanes of motorised traffic to cross, to get to the waterfront
Strategic alignment	Transport strategies	Te Aro Tatou	0	No alignment
		Mode shift / travel choice	2	Reduced traffic capacity and improved other modes
		Bike Network Plan	1	Primary route on Featherston nothing on Quays
	Place strategies	Green network plan	1	Opportunity for increased greening on Quays
		GEHL Report (2021)	1	Minor amenity improvements + buses on Quays
Effects	Traffic	Transport network disruption	-2	Significant reduction in capacity , LGWM modelling suggested 20-30% reduction in demand required, PT capacity not available to take all of the removed traffic.
		On-street parking impact	-2	Parking removed on both sides of Quays and Cable Street and one side of Featherston and Wakefield
		Traffic safety	-1	Changes in direction can increase crash risk in short term
	Property access	On-street servicing and mobility	-1	Assume located to side streets
		Business disruption	-1	Bus stops outside businesses on Quays
		Off-street parking and servicing	0	Similar to existing
Implementability		Extent of physical works	-2	Targetted works on Featherston and Quays, Full reconstruction on Cable and Wakefield
		Alignment with project budget	0	Unknown depedent on outcomes of business case
		Long term retail impact	1	Activation of south side of Quays and Wakefield Street
		Social licence	-2	High percieved parking loss on and business disruption on Featherston Street at a time when businesses are struggling, loss of traffic capacity on Quays
		Alignment with / reliance on other projects	-2	Reliance on two lanes on Featherston Street and removal of City to Sea Bridge
		Construction disruption	-2	Moderate disruption
		Consentability	-1	Potential heritage risk at Post Office Square

Option P02B				
Category	**Criteria**	**Sub-Criteria**	**Score**	**Discussion**
Bus	Bus performance	Improved travel time	2	Improvement both directions (compared to GM)
		Improved reliability	3	Improved reliability through dedicated corridor
		Passing ability at bus stops	1	Buses can use adjacent bus lane in event of breakdown
	Passenger experience	Route legibility	0	Consistent two-way route on same corridor
		Safe access (City)	0	Similar to existing
		Safe access (Waterfront)	-3	Pedestrians from Waterfront side have to cross both directions of traffic, concerns about safety for people jaywalking to not miss bus
		Convenient access (City)	-1	Some uncovered routes to new stop locations
		Convenient access (Waterfront)	1	Improvement compared to the Golden Mile
		General waiting environment	-2	Worse than Golden Mile, some shelter for northbound direction, exposed position with median bus boarder
		Seating and shelter	0	Expected to be able to be provided at all indicative locations (will require civil works)
	Other	Future proofing	0	No significant restrictions
		Alternative route	2	Provides bus priority route separate to Golden Mile
		Network capacity	3	Quays assessed as having higher capacity than golden mile following transit capacity manual guidance due to stop being located at mid block or downstream of intersections
Bike	Bike performance	Alternative Waterfront route	1	Provides indirect alternative
		North / western routes	2	Connects NW routes with new Taranaki Street route, Victoria Street route and Golden Mile
		South / eastern routes	2	Connects E routes with Taranaki Street and both S+E routes with northern CBD
Pedestrians	Pedestrian level of service	LoS at bus stops	1	Minor improvement due to less pedestrian demand on Quays
		LoS Featherston	0	Similar to existing, longer crossing distance across Featherston but improved access across side roads
		LoS Quays	2	Assume full corridor reconstruction improves amenity and crossing provision
	Pedestrian safety	Reduced conflicts	1	Minor reduction in bikes on Waterfront
Place	Improved Place outcomes	Featherston Street	1	Featherston Street gets an improved sense of aminity with a landscape strip between the cycle lane and the traffic lane. However 2 lanes of traffic and a bi-directional cycle lane make it still somewhat tricky to cross for pedestrians.
		Quays	2	This option creates a lot of opportunity for improve amenity and place fucntion along the bus corridor bewteen bus stops. Crossing 4 lanes of traffic will be a lot easier. Crossing 2 lanes of busses might not be to hard either. There is however also a loss of planting in the median. However that median planting has no public access.
Strategic alignment	Transport strategies	Te Aro Tatou	2	Restricted vehicle access aligned with principles
		Mode shift / travel choice	2	Reduced traffic capacity and improved other modes
		Bike Network Plan	1	Primary route on Featherston nothing on Quays
	Place strategies	Green network plan	1	Opportunity for increased greening on Quays
		GEHL Report (2021)	1	Minor amenity improvements + buses on Quays
Effects	Traffic	Transport network disruption	-2	Significant reduction in capacity , LGWM modelling suggested 20-30% reduction in demand required, PT capacity not available to take all of the removed traffic.
		On-street parking impact	-2	Parking removed on both sides of Quays and Cable Street and one side of Featherston and Wakefield
		Traffic safety	-1	Changes in direction can increase crash risk in short term
	Property access	On-street servicing and mobility	-1	Assume located to side streets
		Business disruption	-1	Bus stops outside businesses on Quays
		Off-street parking and servicing	-2	Reduced access from Quays (longer routes)
Implementability		Extent of physical works	-3	Targetted works on Featherston, full reconstruction on Quays, Cable and Wakefield
		Alignment with project budget	0	Unknown depedent on outcomes of business case
		Long term retail impact	1	Activation of south side of Quays and Wakefield Street
		Social licence	-2	High percieved parking loss on and business disruption on Featherston Street at a time when businesses are struggling, loss of traffic capacity on Quays
		Alignment with / reliance on other projects	-2	Reliance on two lanes on Featherston Street and removal of City to Sea Bridge
		Construction disruption	-2	High disruption
		Consentability	-1	Potential heritage risk at Post Office Square

Option P02C				
Category	**Criteria**	**Sub-Criteria**	**Score**	**Discussion**
Bus	Bus performance	Improved travel time	2	Improvement both directions (compared to GM)
		Improved reliability	3	Improved reliability through dedicated corridor
		Passing ability at bus stops	1	Buses can use adjacent bus lane in event of breakdown
	Passenger experience	Route legibility	0	Consistent two-way route on same corridor
		Safe access (City)	-2	Pedestrians from city side have to cross one direction of traffic, concerns about safety for people jaywalking to not miss bus
		Safe access (Waterfront)	-2	Pedestrians from Waterfront side have to cross one direction of traffic, concerns about safety for people jaywalking to not miss bus
		Convenient access (City)	-3	Some uncovered routes to new stop locations
		Convenient access (Waterfront)	2	Improvement compared to the Golden Mile
		General waiting environment	-3	Worse than Golden Mile, exposed position with median bus boarder in both directions
		Seating and shelter	0	Expected to be able to be provided at all indicative locations (will require civil works)
	Other	Future proofing	0	No significant restrictions
		Alternative route	2	Provides bus priority route separate to Golden Mile
		Network capacity	3	Quays assessed as having higher capacity than golden mile following transit capacity manual guidance due to stop being located at mid block or downstream of intersections
Bike	Bike performance	Alternative Waterfront route	1	Provides indirect alternative
		North / western routes	2	Connects NW routes with new Taranaki Street route, Victoria Street route and Golden Mile
		South / eastern routes	2	Connects E routes with Taranaki Street and both S+E routes with northern CBD
Pedestrians	Pedestrian level of service	LoS at bus stops	1	Minor improvement due to less pedestrian demand on Quays
		LoS Featherston	0	Similar to existing, longer crossing distance across Featherston but improved access across side roads
		LoS Quays	1	Assume full corridor reconstruction improves amenity and crossing provision but pedestrian still next to traffic
	Pedestrian safety	Reduced conflicts	1	Minor reduction in bikes on Waterfront
Place	Improved Place outcomes	Featherston Street	1	Featherston Street gets an improved sense of aminity with a landscape strip between the cycle lane and the traffic lane. However 2 lanes of traffic and a bi-directional cycle lane make it still somewhat tricky to cross for pedestrians.
		Quays	0	footpath widths on the street edge are reduced and the amenity planting in the centre is removed. There is some opportunity for amenity planting in the centre, but it doesn't really contribute to the footpaths on the street edge.
Strategic alignment	Transport strategies	Te Aro Tatou	0	No alignment
		Mode shift / travel choice	2	Reduced traffic capacity and improved other modes
		Bike Network Plan	1	Primary route on Featherston nothing on Quays
	Place strategies	Green network plan	1	Opportunity for increased greening on Quays
		GEHL Report (2021)	1	Minor amenity improvements + buses on Quays
Effects	Traffic	Transport network disruption	-2	Significant reduction in capacity , LGWM modelling suggested 20-30% reduction in demand required, PT capacity not available to take all of the removed traffic.
		On-street parking impact	-2	Parking removed on both sides of Quays and Cable Street and one side of Featherston and Wakefield
		Traffic safety	-1	Changes in direction can increase crash risk in short term
	Property access	On-street servicing and mobility	-1	Assume located to side streets
		Business disruption	0	No bus stops outside businesses
		Off-street parking and servicing	-1	Reduced access from Quays (right turns) assumed
Implementability		Extent of physical works	-3	Targetted works on Featherston, full reconstruction on Quays, Cable and Wakefield
		Alignment with project budget	0	Unknown depedent on outcomes of business case
		Long term retail impact	0	Limited activation opportunity
		Social licence	-2	High percieved parking loss on and business disruption on Featherston Street at a time when businesses are struggling, loss of traffic capacity on Quays
		Alignment with / reliance on other projects	-2	Reliance on two lanes on Featherston Street and removal of City to Sea Bridge
		Construction disruption	-2	High disruption
		Consentability	-1	Potential heritage risk at Post Office Square

Option P03 Category	Criteria	Sub-Criteria	Score	Discussion
Bus	Bus performance	Improved travel time	1	Minor improvement both directions (compared to GM)
		Improved reliability	2	Improved reliability through dedicated corridor. However frequent intersections along route
		Passing ability at bus stops	1	Buses can use adjacent bus lane in event of breakdown
	Passenger experience	Route legibility	0	Consistent two-way route on same corridor
		Safe access (City)	0	Similar to existing
		Safe access (Waterfront)	-2	Pedestrians from Waterfront side have to cross both directions of traffic
		Convenient access (City)	0	Similar to existing
		Convenient access (Waterfront)	0	Similar to existing
		General waiting environment	0	Similar to Golden Mile
		Seating and shelter	0	Expected to be able to be provided at all indicative locations (will require civil works)
	Other	Future proofing	-1	Tight radii may retrict higher-capacity vehicles
		Alternative route	2	Provides bus priority route separate to Golden Mile
		Network capacity	2	Similar capacity to manners st due to bus stops located close to intersections
Bike	Bike performance	Alternative Waterfront route	3	Provides direct alternative
		North / western routes	1	Connects NW routes with new Taranaki Street route
		South / eastern routes	2	Connects E routes with Taranaki Street and both S+E routes with northern CBD
Pedestrians	Pedestrian level of service	LoS at bus stops	0	Similar to existing
		LoS Featherston	1	Assume full corridor reconstruction improves amenity and crossing provision
		LoS Quays	2	Potential for wider footpaths however could be politically difficult to implement
	Pedestrian safety	Reduced conflicts	3	Significant reduction in bikes on Waterfront
Place	Improved Place outcomes	Featherston Street	2	Significant impovement to the place function of Featherston, Victoria and to a slightly lesser degree for Wakefield. However side streets would still be difficult to cross
		Quays	2	Significant improvement of the Quays, wider footpaths and a lot of opportunity for place improvements. Central median planting is retained.
Strategic alignment	Transport strategies	Te Aro Tatou	1	Restricted vehicle access aligned with principles
		Mode shift / travel choice	3	Significantly reduced traffic capacity and improved other modes
		Bike Network Plan	1	Primary route on Quays nothing on Featherston
	Place strategies	Green network plan	2	Opportunity for increased greening on Quays & Featherston
		GEHL Report (2021)	2	Moderate amenity improvements + bikes on Quays
Effects	Traffic	Transport network disruption	-3	Significant reduction in capacity on Quays + reduced capacity on Featherston Streeet , LGWM modelling of Quays suggested 20-30% reduction in demand required, PT capacity not available to take all of the removed traffic.
		On-street parking impact	-3	Parking removed on both sides of Quays, Featherston, Victoria and Wakefield (north) and one side of Wakefield and Cable
		Traffic safety	-1	Changes in direction can increase crash risk in short term
	Property access	On-street servicing and mobility	-1	Assume located to side streets
		Business disruption	-3	Bus stops outside businesses on Featherston both sides
		Off-street parking and servicing	-1	Changed access to side streets
Implementability		Extent of physical works	-3	Full reconstruction on Featherston, Quays, Cable and Wakefield
		Alignment with project budget	0	Unknown depedent on outcomes of business case
		Long term retail impact	2	Activation of Featherston Street and south side of Quays and Wakefield Street
		Social licence	-3	Significant percieved parking loss on and business disruption on Featherston Street at a time when businesses are struggling, loss of traffic capacity on Quays
		Alignment with / reliance on other projects	-2	Reliance on two lanes on Featherston Street, Wakefield Street (north) open
		Construction disruption	-2	High disruption
		Consentability	0	No risks identified

Option P04A				
Category	**Criteria**	**Sub-Criteria**	**Score**	**Discussion**
Bus	Bus performance	Improved travel time	2	Improvement both directions (compared to GM)
		Improved reliability	3	Improved reliability through dedicated corridor
		Passing ability at bus stops	1	Buses can use adjacent bus lane in event of breakdown
	Passenger experience	Route legibility	0	Consistent two-way route on same corridor
		Safe access (City)	0	Similar to existing
		Safe access (Waterfront)	-3	Pedestrians from Waterfront side have to cross both directions of traffic, concerns about safety for people jaywalking to not miss bus
		Convenient access (City)	-1	Some uncovered routes to new stop locations
		Convenient access (Waterfront)	1	Improvement compared to the Golden Mile
		General waiting environment	-2	Worse than Golden Mile, some shelter for northbound direction, exposed position with median bus boarder
		Seating and shelter	-1	May not be able to be provided at all locations without more substantial cross-section reconstruction
	Other	Future proofing	-1	As per above, limited space for longer platforms in future
		Alternative route	2	Provides bus priority route separate to Golden Mile
		Network capacity	3	Quays assessed as having higher capacity than golden mile following transit capacity manual guidance due to stop being located at mid block or downstream of intersections
Bike	Bike performance	Alternative Waterfront route	2	Provides direct alternative, but less connectivity to Waterfront destinations
		North / western routes	2	Connects NW routes with new Taranaki Street route and northern CBD
		South / eastern routes	2	Connects E routes with Taranaki Street and both S+E routes with northern CBD
Pedestrians	Pedestrian level of service	LoS at bus stops	-2	Reduced due to conflicts with bikes on adjacent path
		LoS Featherston	0	Similar to existing
		LoS Quays	2	Minor improvements in amenity + further separation from traffic partially offset by having to cross three separate carriageways
	Pedestrian safety	Reduced conflicts	2	Moderate reduction in bikes on Waterfront
Place	Improved Place outcomes	Featherston Street	0	no change
		Quays	3	Significant reduction in traffic lanes with pedestrianson city side of the Quays being separated from vehicles by cycleway and busway. Good opportunities for enhanced landscaping on central islands.
Strategic alignment	Transport strategies	Te Aro Tatou	2	Restricted vehicle access aligned with principles
		Mode shift / travel choice	3	Significantly reduced traffic capacity and improved other modes
		Bike Network Plan	2	Primary route on Featherston side of Quays
	Place strategies	Green network plan	0	Similar to existing
		GEHL Report (2021)	2	Buses and bikes on Quays (less traffic) with enhanced greening
Effects	Traffic	Transport network disruption	-3	Very significant reduction in capacity , LGWM modelling suggested 20-30% reduction in demand required, PT capacity not available to take all of the removed traffic.
		On-street parking impact	-2	Parking removed on both sides of Quays and Cable Street and one side of Wakefield
		Traffic safety	-2	Two-way in current southbound carriageway results in increased head-on risk
	Property access	On-street servicing and mobility	-1	Assume located to side streets
		Business disruption	-1	Bus stops outside businesses on Quays
		Off-street parking and servicing	-1	Changed access to side streets
Implementability		Extent of physical works	-1	Targetted works on Quays, Full reconstruction on Cable and Wakefield
		Alignment with project budget	0	Unknown depedent on outcomes of business case
		Long term retail impact	1	Activation of south side of Quays and Wakefield Street
		Social licence	-3	High percieved loss of traffic capacity on Quays
		Alignment with / reliance on other projects	0	No reliance
		Construction disruption	-3	High disruption
		Consentability	-1	Potential heritage risk at Post Office Square

Option P04B Category	Criteria	Sub-Criteria	Score	Discussion
Bus	Bus performance	Improved travel time	2	Improvement both directions (compared to GM)
		Improved reliability	3	Improved reliability through dedicated corridor
		Passing ability at bus stops	1	Buses can use adjacent bus lane in event of breakdown
	Passenger experience	Route legibility	0	Consistent two-way route on same corridor
		Safe access (City)	0	Similar to existing
		Safe access (Waterfront)	-3	Pedestrians from Waterfront side have to cross both directions of traffic, concerns about safety for people jaywalking to not miss bus
		Convenient access (City)	-1	Some uncovered routes to new stop locations
		Convenient access (Waterfront)	1	Improvement compared to the Golden Mile
		General waiting environment	-2	Worse than Golden Mile, some shelter for northbound direction, exposed position with median bus boarder
		Seating and shelter	0	Expected to be able to be provided at all indicative locations (will require civil works)
	Other	Future proofing	0	No significant restrictions
		Alternative route	2	Provides bus priority route separate to Golden Mile
		Network capacity	3	Quays assessed as having higher capacity than golden mile following transit capacity manual guidance due to stop being located at mid block or downstream of intersections
Bike	Bike performance	Alternative Waterfront route	3	Provides direct alternative
		North / western routes	2	Connects NW routes with new Taranaki Street route and northern CBD
		South / eastern routes	2	Connects E routes with Taranaki Street and both S+E routes with northern CBD
Pedestrians	Pedestrian level of service	LoS at bus stops	0	Minor improvement due to less pedestrian demand on Quays, but footpath narrowing at bus stops
		LoS Featherston	0	Similar to existing
		LoS Quays	1	Reduction in traffic lanes, improved footpath but bus stops using footpath with shop awnings
	Pedestrian safety	Reduced conflicts	3	Significant reduction in bikes on Waterfront
Place	Improved Place outcomes	Featherston Street	0	no change
		Quays	2	Significant reduction in traffic lanes with pedestrianson city side of the Quays being separated from vehicles by cycleway and busway. Opportunity to plant on central median when not used for bus stop/ turning lane
Strategic alignment	Transport strategies	Te Aro Tatou	2	Restricted vehicle access aligned with principles
		Mode shift / travel choice	2	Significantly reduced traffic capacity and improved other modes
		Bike Network Plan	2	Primary route on Waterfribt side of Quays
	Place strategies	Green network plan	0	Net loss of greening on Quays
		GEHL Report (2021)	2	Buses and bikes on Quays (less traffic) with reduced greening
Effects	Traffic	Transport network disruption	-2	Significant reduction in capacity , LGWM modelling suggested 20-30% reduction in demand required, PT capacity not available to take all of the removed traffic.
		On-street parking impact	-2	Parking removed on both sides of Quays and Cable Street and one side of Wakefield
		Traffic safety	-2	Two-way in current southbound carriageway results in increased head-on risk
	Property access	On-street servicing and mobility	-1	Assume located to side streets
		Business disruption	-1	Bus stops outside businesses on Quays
		Off-street parking and servicing	-1	Changed access to side streets
Implementability		Extent of physical works	-2	Full reconstruction on Quays, Cable and Wakefield
		Alignment with project budget	0	Unknown depedent on outcomes of business case
		Long term retail impact	1	Activation of south side of Quays and Wakefield Street
		Social licence	-2	Moderate percieved loss of traffic capacity on Quays, high percieved loss of greening
		Alignment with / reliance on other projects	-1	Reliance on removal of City to Sea Bridge
		Construction disruption	-3	High disruption
		Consentability	-1	Potential heritage risk at Post Office Square

APPENDIX C

VEHICLE TRACKING

We have tested the vehicle tracking of an 18m articulated vehicle traveling at 15kmph southbound along the Featherston Street route. Figure 0-1 shows the intersections where vehicle tracking has been checked. This is an indicative check which can be further verified during the design phase.



Figure 0-1: Intersections where vehicle tracking of an 18m articulated vehicle has been undertaken (blue line represents the preferred interim option bus route)

Lambton Quay / Whitmore Street intersection

Figure 0-2 shows the vehicle tracking of a vehicle turning left from Lambton Quay to Whitmore Street. The vehicle tracking appears to be acceptable with no kerb changes required.

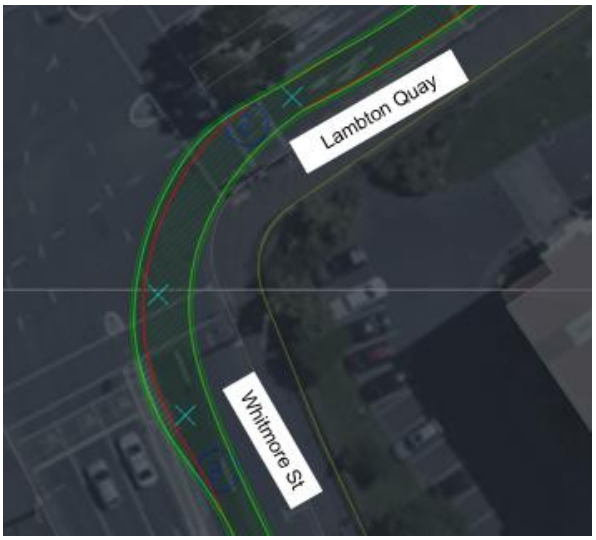


Figure 0-2: Vehicle tracking right-turn from Lambton Quay on to Whitmore Street

Whitmore Street / Featherston Street

Figure 0-3 shows the vehicle tracking of a vehicle turning right from Whitmore Street to Featherston Street. The vehicle tracking appears to be acceptable with no kerb changes required.



Figure 0-3: Vehicle tracking both ways between Whitmore Street and Featherston Street

Featherston Street / Hunter Street

Figure 0-4 shows the vehicle tracking of a vehicle turning left from Featherston Street to Hunter Street. A bus jump signal will likely be required to allow buses a head-start over the adjacent traffic lane.



Figure 0-4: Vehicle tracking for a vehicle turning right from Featherston Street to Hunter Street

Victoria Street / Hunter Street

Figure 0-5 shows the vehicle tracking of a vehicle turning right from Hunter Street to Victoria Street. The vehicle tracking appears to be acceptable with no kerb changes required.



Figure 0-5: Vehicle tracking in both directions between Victoria Street and Hunter Street

Victoria Street / Harris Street

Figure 0-6 shows the vehicle tracking of a vehicle turning left from Victoria Street to Harris Street. Kerb changes will likely be required.



Figure 0-6: Vehicle tracking for vehicles turning left from Victoria Street to Harris Street

Appendix C: Harbour Quays Concept Design Report (March 2025)



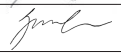
Harbour Quays

CONCEPT DESIGN REPORT
7/03/25

Absolutely Positively **Wellington** City Council
Me Heke Ki Pōneke

Greater Wellington
Te Pane Matua Taiao

Rev	Date	Implemented By	Purpose/Change
0.1	14/02/2025	Local Group	Draft 1 for WCC / GWRC first review
0.2	7/03/2025	Local Group	Final Concept Design Issue

		Signature
Prepared By:	Dan Males Director Local Collective 7/03/2025	
Verified By:	Graeme Corin Senior Civil Engineer 7/03/2025	
Approved By:	Selwyn Blackmore Team Leader (Local Group) 7/03/2025	

Absolutely Positively Wellington City Council Me Heke Ki Pōneke · Greater Wellington Te Pane Matua Taiao · Arc Advisory Aotearoa · local · McIndoe Urban · MRCagney · TTAP · Vitruvius

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1.0 Introduction

1.1 Purpose

The purpose of the Concept Design Report is to outline the concept designs developed for the Harbour Quays Rapid Transit Project (the Project) for Wellington City Council (WCC) and Greater Wellington Regional Council (GWRC) to review and endorse.

Supporting these designs are the following documents:

- Concept Plans
- Bus Stop Strategy.
- Draft Design Philosophy Statement (DPS).
- Draft Safety in Design Register.
- Draft Parking Management Plan Stage 1 (on-street parking stocktake and impacts).
- Draft Consenting Strategy.

A separate project risk register has also been developed for the Project and can be provided upon request. This register is a 'living document' and will be reviewed regularly throughout the design process.



Harbour Quays Project Area

1.2 Project Geographical Area

The Project will establish a second public transport spine through the central city, complementing existing and future bus operations on the Golden Mile as well as the wider Wellington bus network. It is scheduled for completion by the end of 2026.

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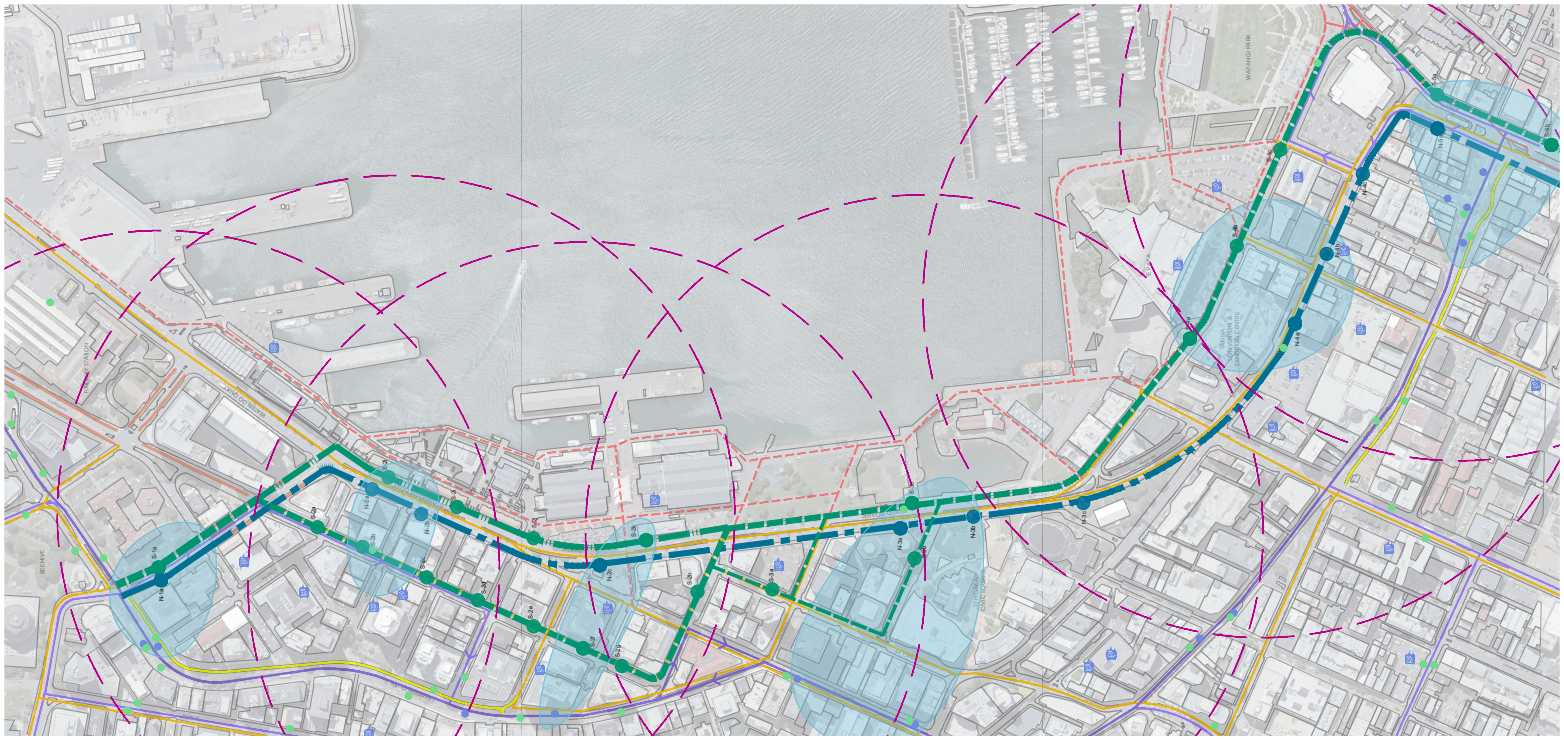

Harbour Route and Stop Options Overview

1

1.3 Project Investment Objectives

The draft Business Case investment objectives are as follows:

- Investment objective 1: To enhance travel time and operational efficiencies and resilience (in response to planned and unplanned disruptions) through the development of a second public transport corridor by December 2026.
- Investment objective 2: To increase the capacity of the currently constrained bus corridor by creating a second public transport corridor by December 2026.
- Investment objective 3: By 2030, to enhance connectivity and safety along and across the Harbour Quays corridor for all modes of travel, in order to support urban activation.

For the avoidance of doubt, and for the purpose of this project, Investment Objective 3 (active modes) pertains solely to public transport and pedestrian movements at the new bus stop locations. The investment objective(s) related to cycling will be addressed through the Cross City Connections Project.

1.4 Concept Design Approach

The following overarching design principles have informed the design.

- The overall allocation of space and types of facilities along the preferred corridor will be identified through iterative design processes, with multi-criteria assessment processes used to confirm key project decisions. Allocation will also be in accordance with the relevant strategic documents (e.g., transport hierarchies) and is primarily focused on providing safe, dedicated facilities for bus users.
- The corridor improvements are focused on delivering functional public transport (and pedestrian access at new bus stop locations) within the $6M-$8M budget fixed by WCC and GWRC. As a result, betterment of existing facilities/infrastructure or amenity improvements is to be minimised.
- As far as practical, the improvements will be implemented using low-intervention changes. Physical changes to existing carriageways, kerb lines and existing infrastructure (i.e., civil works) are to be minimised.

To inform the development of the concept plan, a Safety in Design register has been prepared. This is attached as Appendix B.

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1.5 Key Assumptions

The following key assumptions have informed the design.

- The Project needs to be operational prior to construction of the Lambton Quay section of the Golden Mile project in 2027. The Golden Mile project is expected to be fully operational by 2029.
- The Project will provide an alternative corridor to the Golden Mile that will permanently accommodate select bus routes moving through the central city.
- The Project will also accommodate additional bus routes rerouted as a result of construction activities on the Golden Mile for a temporary period (nominally 1–2 years).
- Construction of the Project is scheduled for 2026 and is expected to be operational for up to 15 years.
- The bus capacity for the Project is based on anticipated growth and uptake that has been identified by WCC and GWRC. In summary, it is expected that:
  - 100-150 buses per hour may need to use the Project corridor during Golden Mile construction.
  - 50-70 buses per hour will use the Project corridor post Golden Mile construction (interpeak frequency is to be maintained at around 50 buses per hour).
- Following the Golden Mile upgrades, it is anticipated that express, commuter, and longer-distance regional services will operate along the Project corridor, while regular all-day Wellington city services will continue to focus on the Golden Mile.
- The capital budget for the Project is between $6M and $8M. Accordingly, as a rule of thumb, all physical works are expected to be minimised and contained to the existing carriageways where practical. For example, in-line bus stops rather than indented stops are anticipated in order to reduce the quantum of physical works.
- All sections of the Project (except Featherston Street and Hunter Street if selected) will have a posted speed limit of 50km/h. Featherston and Hunter Street will have a posted speed limit of 30km/h.
- Emergency vehicles will have full, priority access to the Project corridor.
- All new Project assets will be owned by either WCC or GWRC. With respect to the latter, GWRC will own the bus stop shelters, real-time information system, and signage.

Other key Project interfaces to be considered when designing the Project include:

- City to Sea Bridge demolition in 2027
- Fale Malae operational from 2030
- Te Ngakau Civic Square operational from 2027
- Michael Fowler Centre redevelopment underway in 2027/28.
- Thorndon Quay public transport and cycling improvements will be fully operational from late 2025.
- Cross City Cycle Project commencing in 2025.

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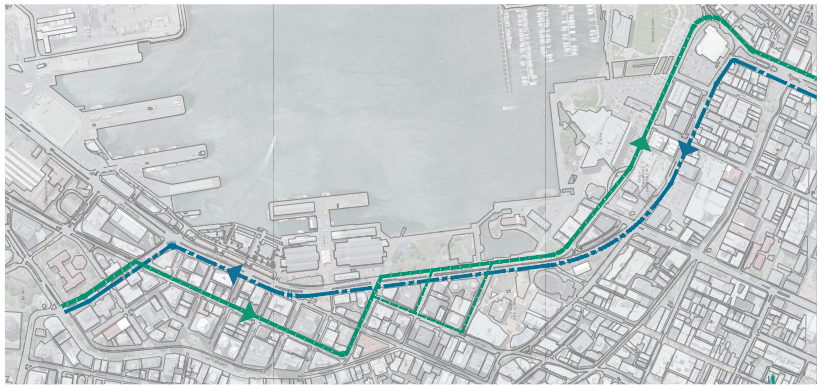
2.0 Proposed Bus Route Options

2.1 Route Selection Process

Route option selection began in mid-2024. The first stage of the multi-criteria assessment (MCA) process, conducted in August 2024, shortlisted two southbound interim route options, TO1 and TO2, for further detailed evaluation. The northbound routes for TO1 and TO2 are identical.
Building on the first-stage MCA process, a second, more detailed MCA was conducted in February 2025, focusing on evaluating the performance of both TO1 and TO2. This MCA utilised the assessment criteria identified as key differentiators from the first stage. At the time of writing this report, T02 is emerging as the preferred option. However, as a final decision on the preferred southbound option has yet to be made by WCC and GWRC, this report presents the concept plans for both TO1 and TO2.



Harris St



Route Option TO1

2.2 Route Option TO1

In summary, as set out above, Option TO1 follows a southbound route along Whitmore and Featherston Streets before exiting onto Jervois Quay. The exit onto Jervois Quay would occur via Hunter Street, Willeston Street, or Harris Street. The latter two options would necessitate the southbound route also being located along the northern section of Victoria Street. From the final exit, the route continues along Customhouse Quay, Jervois Quay, Cable Street, and Kent Terrace before terminating at the Kent/Cambridge Terraces and Courtenay Place intersection.

For clarity, the final decision on the location of the 'exit' onto Jervois Quay will be made as part of the final decision-making process for the second stage MCA. It is expected that existing vehicle access constraints at each exit location will be important for decision-makers. Decisions on the final exit may not be required if T02 is confirmed as the preferred option.

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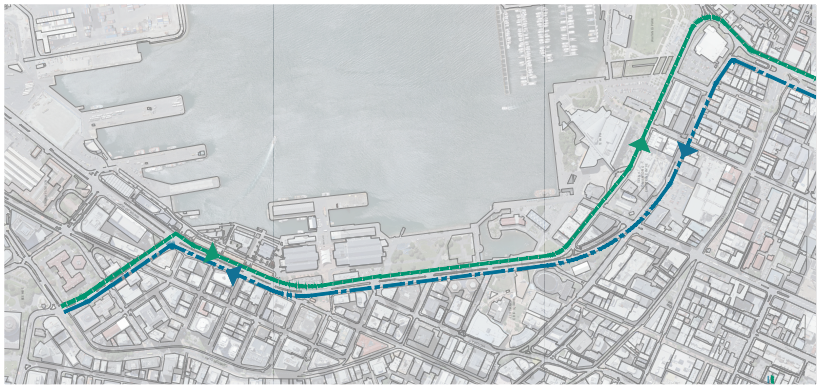


Preferred Route - Option TO2

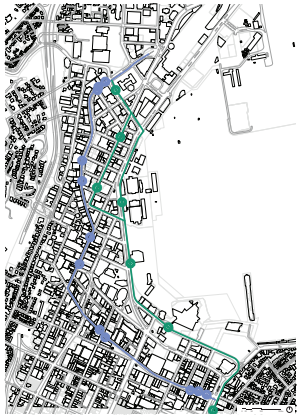
2.3 Route Option TO2

In summary, as set out above, Option TO2 follows a southbound route along Whitmore Street (starting from the Lambton Quay and Whitmore Street intersection) before merging onto Customhouse Quay. The route continues along Customhouse Quay, Jervois Quay, Cable Street, and Kent Terrace before terminating at the Kent/Cambridge Terraces and Courtenay Place intersection.

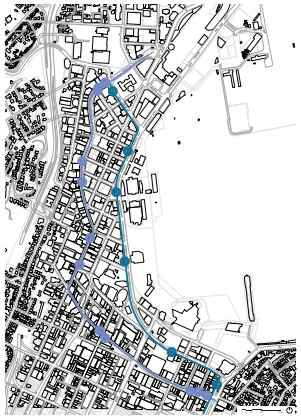


3

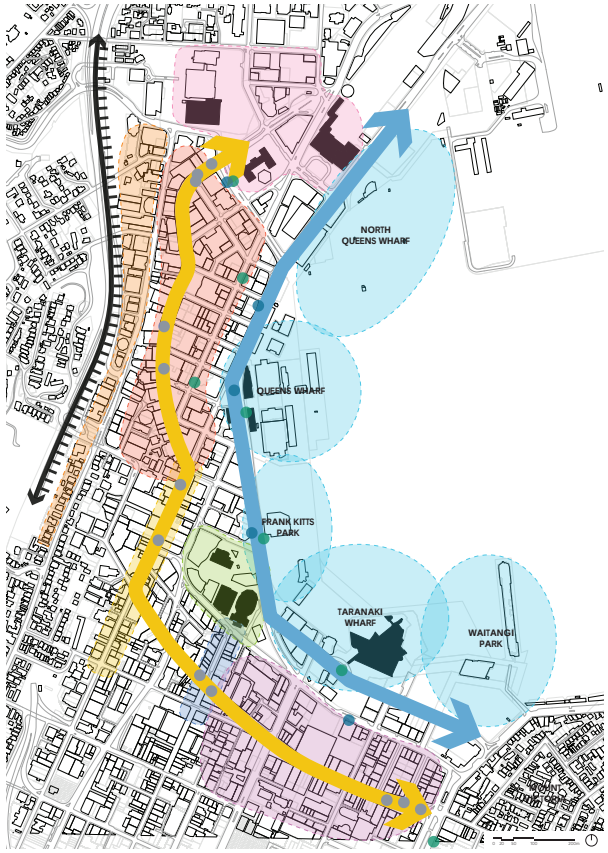
3.0 Urban and Landscape Quality Analysis



T01



T02



3.1 Legibility

Wellington CBD's urban form comprises several areas of differentiated character that enhance legibility and wayfinding across the city centre. Waterfront areas consist of multiple sheds, wharves, and parks, features distinct from inner-city areas. A transition from the adjacent urban core to the coast defines this area of the city's spatial organisation.

The main pathway (the Golden Mile) generally follows the original shoreline, leading from Thorndon in the north towards Mount Victoria in the south. Along the Golden Mile and the quays, a series of landmark buildings and notable areas reinforce these spines. These landmarks serve as focal points and memorable nodes within the city's broader urban form. Proposed bus routes and stops interact effectively with these landmarks, particularly adjacent to Queens Wharf, Fale Malae (proposed), and Te Papa / Tākina, reinforcing city legibility.

The Wellington Urban Motorway creates a strong city edge, which follows the topographical contours of the hills to the west of the CBD, providing clear city containment. The waterfront offers a similar level of containment to the east. Proposed bus stop locations provide access to the waterfront and the urban core, allowing bus routes to interact with both areas. This facilitates greater pedestrian catchment and reduces the perception of separation between these areas.

- Landmark
- Waterfront Areas
- Parliament
- Lambton Qy / Featherston St
- The Terrace
- Willis St
- Civic Square
- Cuba St
- Courtenay Pl / Te Aro
- Path: Golden Mile
- Path: Harbour Quays
- Edge: Topographical / Motorway
- Bus Stop: Golden Mile
- Bus Stop: Northbound
- Bus Stop: Southbound

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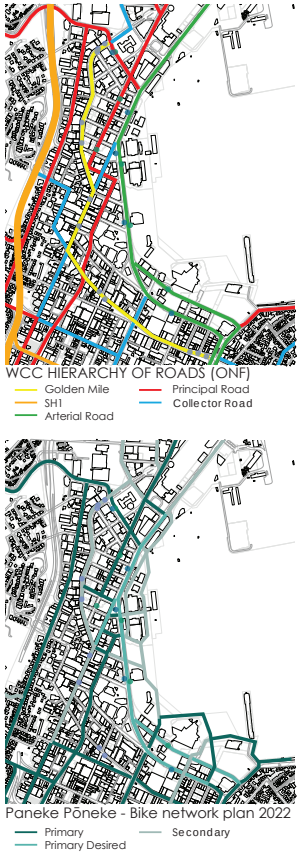
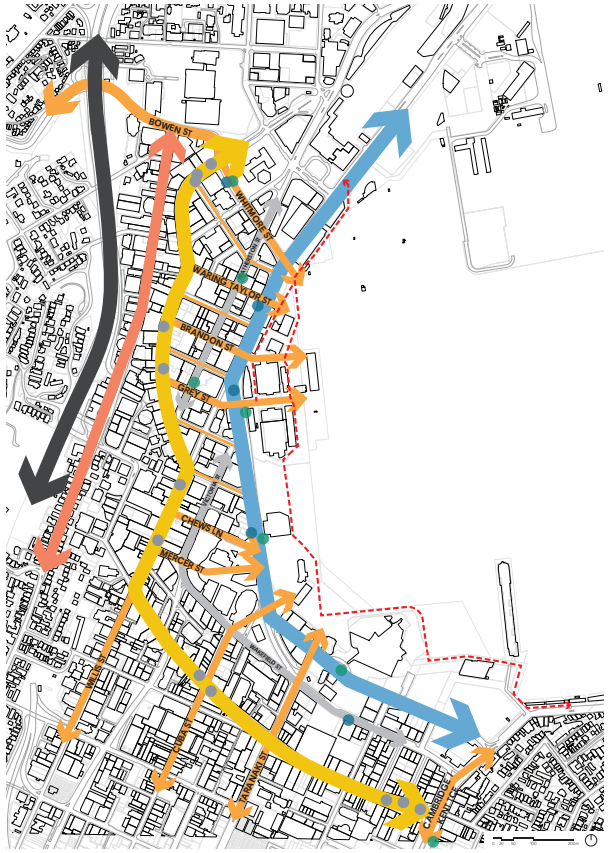




3.2 Movement

Pedestrian movement (north-south) through central Wellington is generally focused around four main spines: Golden Mile, The Terrace, the quays, and the waterfront. Heading south towards Te Aro, these connections lead into main access spines for the Te Aro flat area: Willis Street, Cuba Street, Kent, and Cambridge Terrace. Additionally, secondary pedestrian spines work in collaboration with the main spines, such as Featherston, Victoria, and Wakefield Streets.

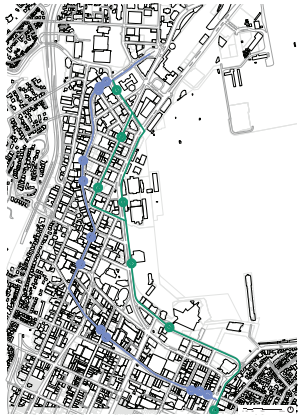
Between these spines, a fine-grained network of east-west shorter connections provide physical, visual, and perceptual links between the main activity areas of Golden Mile and the waterfront. Of these, some hold more significance than others, whether that be through a more direct/accessible route to the waterfront or destination or as a well-known route within the city (e.g., Grey Street to Post Office Square). These connections are plentiful towards the northern end of the city centre. A fine grain of connections occurs along Featherston Street and at Te Ngākau Civic Square. Further to the south, this structure of connections is coarser with less frequent options for pedestrians to access the waterfront (the Wakefield St/Cable St corridor is less permeable). Future development, particularly around the Courtenay Place end of the Golden Mile, will assist with this permeability.

Proposed bus stop locations are generally aligned with through connections or key landmark destinations. Pairings are sensibly located around Grey Street, Chews Lane/Harris Street, Te Papa/Taranaki Street, and Kent/ Cambridge Terrace, reinforcing city legibility.

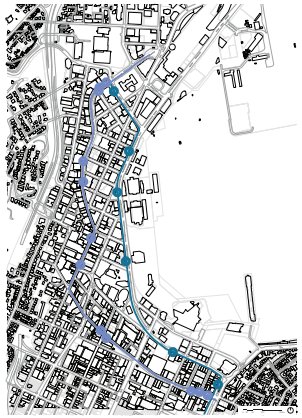
Golden Mile
Secondary Spines
Harbour Quays
Motorway
The Terrace
Waterfront Connections

Bus Stop: Golden Mile
Bus Stop: Northbound
Bus Stop: Southbound

3



T01



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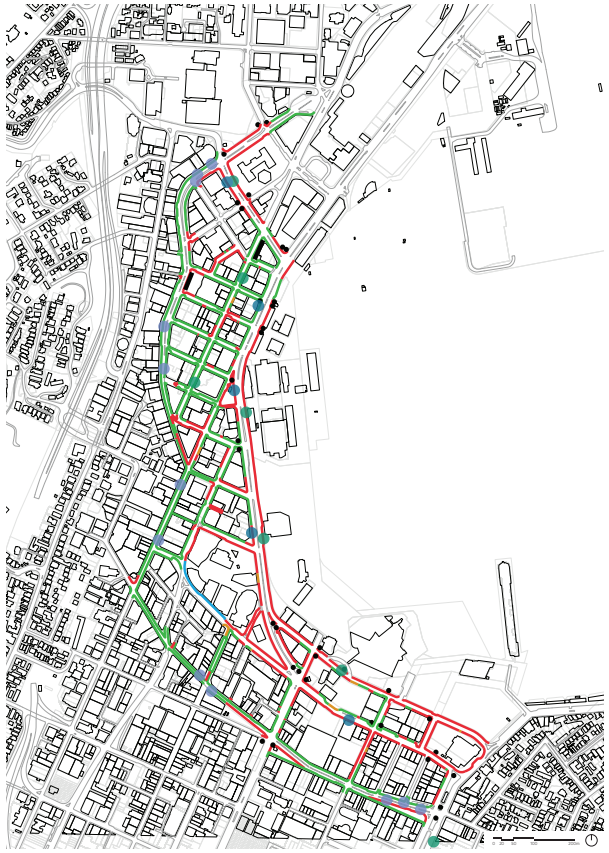


3.3 Canopy Cover

Canopy cover along the Golden Mile, the Quays, and the streets connecting the quays to Featherston Street and the Golden Mile is recorded.

Canopy cover is a key contributor to pedestrian environmental comfort and amenity. This is recognised in the Wellington District Plan. The Golden Mile has very good levels of shelter for pedestrians. Similarly, Featherston Street features reasonably continuous canopy cover, though some exceptions occur with high-level cover (e.g., Inspire House & Zebrano).

In contrast, the quays route has a noticeable lack of shelter southbound, while the northbound route has more continuous cover between Harris and Whitmore Streets. As a result, many—if not all—stops along the southern quays route will require pedestrians to move along streets that do not offer the same level of cover as the Golden Mile. These stops will also need to rely more heavily on dedicated stop shelters to provide bus users some level of environmental comfort.

The connector streets between the Golden Mile and the quays generally provide a good level of shelter. We note particularly the stop location pairing along Grey Street provides good levels of cover until Post Office Square. The stop pairing at Te Papa and Tākina will be less sheltered; however, the redevelopment of Reading may provide covered options in the future. Tākina will offer an indoor connection from Wakefield Street to Cable Street; however, this is semi-public and is compromised by the opening hours of the venue.

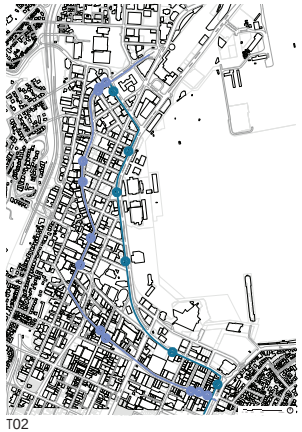
Existing Canopy
No Canopy
High-level Canopy
Construction Works
Standalone Canopy

Bus Stop: Golden Mile
Bus Stop: Northbound
Bus Stop: Southbound

12



T01



T02



3.4 Pedestrian Amenity

The quality of pedestrian amenity within Wellington's CBD has been assessed in relation to a number of factors, including active frontages, shelter/canopies, general landscape/pavement conditions, and traffic dominance. This assessment is based on an on-site and desktop study undertaken by the consultant and reflects the existing conditions at the time of the survey with the exception of the proposed Golden Mile upgrade works, which have been considered.

The highest level of pedestrian amenity includes the proposed Golden Mile from Lambton Quay to Courtenay Place. These areas feature well-sheltered streets with vibrant, activated street edge conditions, contributing to a quality pedestrian experience. The adjacent, parallel Featherston Street and east-west connecting streets from Lambton Quay to the waterfront also maintain good quality pedestrian environments. North-south waterfront connections from Courtenay Place are weaker, with relatively diminished quality. In contrast, the Quays display poor pedestrian quality due to the vehicle-orientated, six-lane carriageway, lack of shelter, and reduced activation.

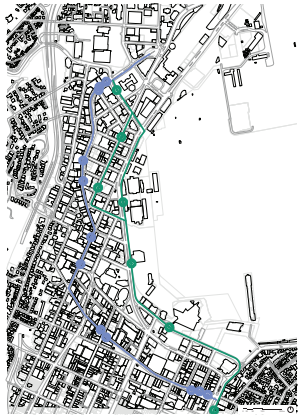
Route option T01 northern stop locations follow Featherston Street (southbound). This street is of high pedestrian quality. Its proximity to Lambton Quay further enhances its appeal as a wider quality pedestrian catchment for a retail/commercial precinct. However, for route option T02 (without Featherston Street), there is a notable reduction in pedestrian amenity and therefore a lack of consistency across these north-south connections.

High Pedestrian Quality

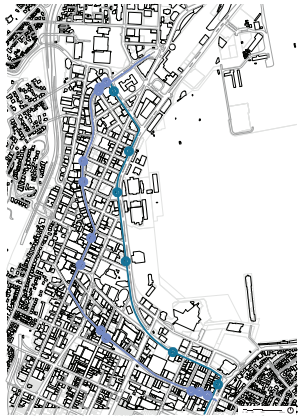
Low Pedestrian Quality

Bus Stop: Golden Mile
Bus Stop: Northbound
Bus Stop: Southbound

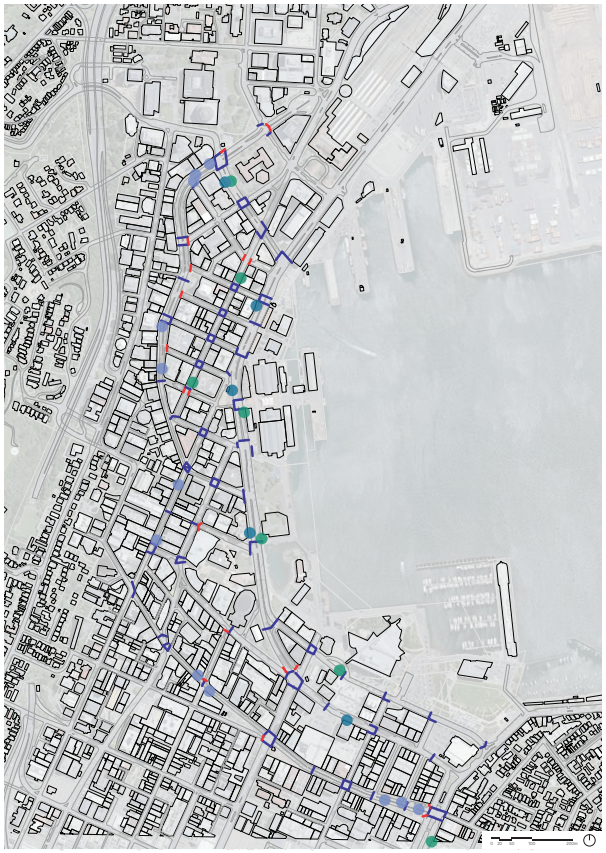
3



T01



T02



3.5 Pedestrian Crossings

Pedestrian crossing location and type affect the actual and perceived safety of walking journeys. This is particularly relevant to the proposed bus stops along the eastern side of the quays (southbound), as these stops require pedestrians to cross between 4-6 lanes of vehicular traffic in exposed environments.

The location of safe crossing points will affect the perceived attractiveness and quality of the journey to a stop. A pedestrian route will be perceived to be increasingly difficult or undesirable the more that route deviates from the most direct path.

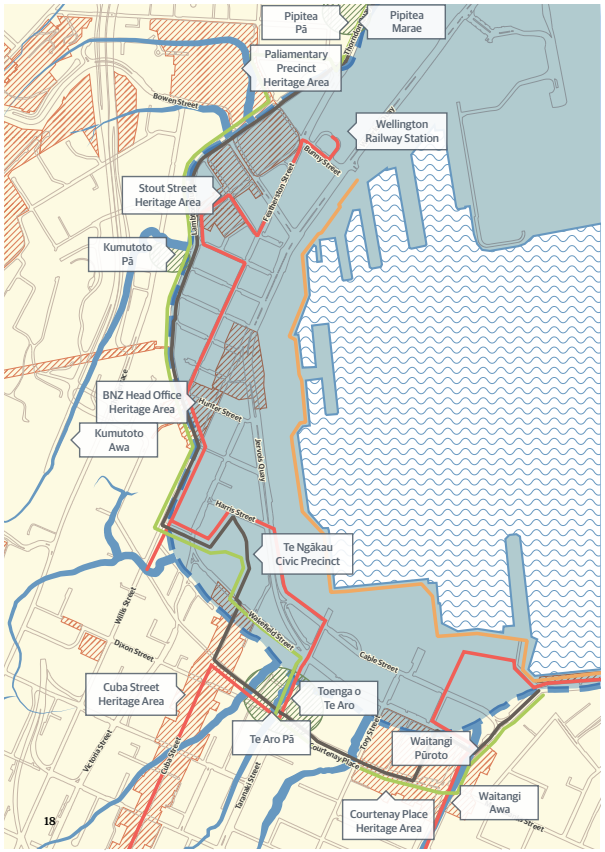
Stop pairs along Whitmore Street, the Quays, and Featherston Street are generally well-located in relation to crossing points. The Post Office Square/Queens Wharf Stops are located in close proximity to the paired Post Office Square signalised pedestrian crossings. The Harris Street/Fale Malae pairing is located near an existing overbridge, though this will be taken down as part of the planned Fale Malae development. Some uncertainty exists around the treatment of this crossing and the planned works at the City to Sea Bridge / Te Ngākau.

A stop pair by Te Papa is well-served by a crossing outside the Cable Street entrance of Tākina and also by crossings at Taranaki Street (given the access constraints of Tākina).

The Central City pedestrian improvements project has upgraded some crossings along the Quays, Whitmore Street, and Kent/Cambridge Terraces.

Bus Stop: Golden Mile
Bus Stop: Northbound
Bus Stop: Southbound
Signal Crossing
Zebra Crossing

14



3.6 Heritage and Viewshafts

Both TO1 and TO2 are proposed to be located in Heritage Areas or near Heritage Buildings/ Items as identified in the WCC District Plan. Some bus stop locations are also within the District Plan's identified viewshafts. Accordingly, the district plan's heritage and viewshaft requirements will need to be considered as design progresses.

The below heritage areas and buildings are within the Harbour Quays project area (this information and the adjacent plan are from the Draft Harbour Quays Contextual Analysis prepared by WCC December 2024):

- The landmark Neo-Classical Revival style Wellington
- The Railway Station defines the Waterloo Quay, Featherston, and Bunny Street area and is used by thousands of commuters daily.
- The Parliamentary Precinct Heritage Area, together with the nearby Government Buildings, Cenotaph, and Waititi Landing Park, is a site of national significance.
- The Stout Street Heritage Area on reclaimed land intersects Lambton Quay and features a nationally significant collection of heritage buildings built from 1879 to 1940.
- The heritage buildings that form the BNZ Head Office Heritage Area create one of the most significant streetscapes in Aotearoa New Zealand and include a stretch of southern Lambton Quay that has been permanently settled since 1840.
- Te Ngākau Civic Precinct holds the city's library, art gallery, events centre, and key developments: the Town Hall (future home of VUW School of Music) and WCC buildings to be constructed as part of a thriving precinct of culture, democracy, discovery, and arts experiences.
- Surveyed in the 1840s, Cuba Street Heritage Area is one of the city's earliest streets and best-known heritage areas, celebrated for its character and social life.
- The Courtenay Place Heritage Area features a long and unbroken vista of rare and highly significant heritage buildings, adjacent to Edwardian low-rise industrial warehouse streetscapes.

4

4.0 Design Considerations

4.1 Corridor Requirements

The key bus corridor requirements for the design are summarised in this section.

Further information on the functional requirements for the Project can be found in the Design Philosophy Statement attached as Appendix C.

4.1.1 Bus lanes

Base design assumptions include:

- At concept design, it is assumed that there will be no dedicated bus lanes. This will require further investigation during developed design.

4.1.2 Bus stop box

Base design assumptions include:

- Minimum stop length = 14m per bus. Generally three buses per stop.
- Waka Kotahi Public Transport Design Guide taper lengths to be provided to ensure buses can stop parallel to the kerb and allow accessible boarding.

4.1.3 General traffic lane widths

Base design assumptions include:

- The minimum lane width for general traffic lanes shall be 2.9m.

4.1.4 Vehicle Tracking

The key design requirements for vehicle tracking are described below.

- 12.6m tour coach used as minimum standard (covers FENZ and bus tracking needs).
- No tracking into adjacent lanes for main routes.
- Tracking permitted into adjacent/ opposing lanes for low-volume/low-speed streets (e.g., Hunter Street).
- A specific Metlink bus fleet vehicle arrangement will be used in addition to the tour coach at the detailed design stage.
- 19.0m Semi-trailer used as a minimum standard. Tracking permitted into adjacent lanes for turning movements.

4.1.5 Signal changes and priority

Changes to signal controls, including signal phasing adjustments and/or additional bus priority treatments, may be required to facilitate the movement of buses and/or mitigate impacts to general traffic. These treatments will be investigated in detail in the developed design but could include:

- Signal phase adjustments, such as green time extensions.
- Introduction of, or extensions to, pedestrian crossing phasing.
- Introduction of additional bus-only phasing (B-phases).
- Bus priority, including queue jump facilities and investigations into the application of bus lanes (part-time or full-time).

The application of bus lanes has not been considered in detail at concept design, as further work is required to understand the specific locations where such treatments may be applicable, as well as the form and function of such treatments (full-time vs. part-time, etc.). Given the complexity of the operating environment, including the short intervals between signalised intersections and the requirement to manage parking at some locations on the corridor, a uniform bus lane treatment is unlikely to be feasible along the entire length of each corridor. A detailed investigation on the appropriate mix of bus priority, including the use of bus lanes, will be undertaken in the developed design.

4.1.6 Building Access and Servicing (Parking)

The key design requirements for building access and servicing (parking) are described below:

- All design will be in accordance with WCC's Parking Policy (2020) and with the Project's Parking Management Plan (under development.
- Where possible, on-street high-priority stopping spaces (as defined by the Wellington City Council Parking Policy) will be maintained; where it is not possible to maintain high-priority parking in the same location, the following options will be considered:
    - Alternative location on the same street.
    - Time-restricted parking (e.g., clearways to provide parking outside peak times).
    - Relocation to side streets.
- High-priority parking will include:
    - Mobility.
    - Taxi Stands.
    - Bike/micro-mobility.
    - Loading zone.
    - Short stay.
    - Car share.
- Lowest (long-stay) and lower priority (commuters and residents) parking will be removed where:
    - Required to provide for higher-priority parking.
    - The space is required for bus movement functions.
- Vehicle access to all properties will be maintained, and opportunities to improve safety or consolidate access will be identified through the design process.
- High-use or access points with restricted sight lines will be identified during detailed design, and appropriate mitigation will be identified to minimise conflicts.

4

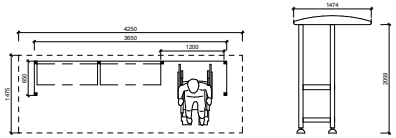
4.2 Stop Requirements

The key bus stop requirements for the design of bus facilities are summarised in this section. Further information on the functional requirements for the Project can be found in the Design Philosophy Statement attached as Appendix C.

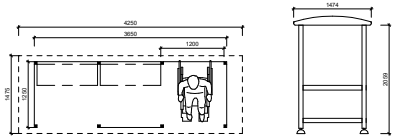
Base design assumptions include:

- Where new bus stops are to be provided, new bus shelters will be provided as per Metlink Bus Shelter Drawing Standards.
- Real-time information will be provided at each bus stop.
- Real-time information facilities will be as per Metlink real-time information standards.

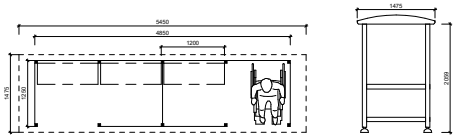
The following guidance was used to assist initial site selection by providing minimum dimension and design standards based on the GWRC standard shelter types. They do not yet address more detailed design aspects such as CPTED, shelter amenity and urban design, which will be addressed during the developed design.



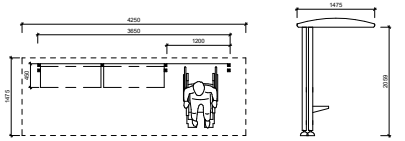
DESIGN BRAND SLIM 3 BAY



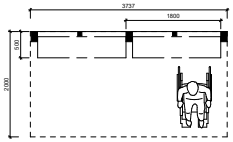
DESIGN BRAND STANDARD 3 BAY

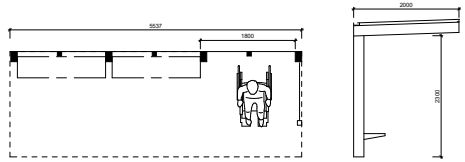


DESIGN BRAND STANDARD 4 BAY



DESIGN BRAND CANTILEVER 3 BAY





GWRC 2m CANTILEVER 2/3 BAY

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4.2.1 Existing Constraints

Bus shelter layouts that facilitate expected bus types and passenger volumes and consider existing conditions such as local hazards, stop visibility, and approaching bus sight lines.

Guidance: Priority should be given to sites that allow sufficient footpath width for a separate wait area at the kerb line off the building line and enough length to provide shelter with appropriate capacity for the maximum number of passengers waiting at any one time.

4.2.2 Safety & Accessibility

Bus layout geometries, including best practice bus stop design and safety considerations, including kerb setbacks, accessible bays, safe loading clearances, and hazard warning strips. Bus stops are situated proximate to pedestrian crossing facilities wherever possible in order to provide passengers with safe and convenient access to and from the stop. All shelters should include CCTV; where no shelters are provided, WCC's existing CCTV coverage shall be assessed to ensure adequate coverage is achieved.

Guidance: GWRC has a minimum 900mm kerb setback of shelter canopies (bus collision). NZTA bus stop standards offer a useful minimum standard of 1800mm for kerb setbacks to vertical shelter elements (safety/ accessibility). These, however, assume no separate wait area. The setback can be reduced to 1500mm minimum if the wait area is not shared with pedestrian traffic.

4.2.3 Customer Experience

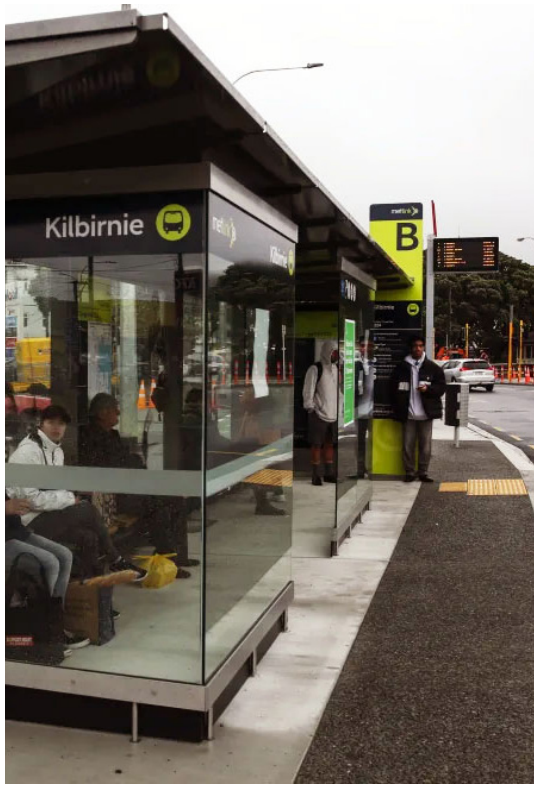
Customer experience is a core part of the project's success, capturing the provision of shelter appropriate to each location, CPTED including lighting and visibility, seating, accessibility, and wayfinding.

Guidance: Selection of shelter types should be based on the degree of exposure and amount of locally available existing cover. In general, the Design Brand shelters are too shallow to meet full accessibility standards and have limited passenger capacity. Care is needed in exposed sites to select shelter types that provide adequate protection from wind/wind-driven rain in general and specifically to the most vulnerable of passengers. The GWRC 2m cantilevered shelter is preferred where practical to use, subject to additional end screens in more exposed sites.

4.2.4 Bus Network Efficiency

Efficient bus layouts that provide separate wait areas with loading geometries and account for human factors such as crowding that can affect the efficiency of the bus loading times and ultimately the entire network.

Guidance: Shelter layouts that are linear and parallel to the footpath provide sufficient capacity at the head of the stop while allowing passengers to spread out along the length of the shelter. This prevents crowding and provides passengers with a clear line of sight to arriving buses. The shelter shouldn't be too far from the bus loading point, as it requires passengers to queue in the rain.



4.2.5 Where bikes pass behind bus stops

Provision for dedicated cycle bypass facilities will only be made where proposed stop locations impact an existing bicycle facility.

All cycle bypass facilities will be designed in accordance with NZTA's guidance on the design of bus and bicycle infrastructure.

4.2.6 Universal Access and Design

Bus stops are public infrastructure and must ensure the accessibility, safety, and comfort of all users, regardless of age, ability, or mobility. Universal design is a design approach that seeks to provide infrastructure that is equally accessible to all users, regardless of physical attributes or disability. The approach incorporates a mix of features, including level boarding platforms, tactile indicators for the visually impaired, clear signage, seating, and storage for wheelchairs and other mobility aids. Shelters should provide adequate weather protection while allowing visibility for security and navigation. By prioritising inclusive design practices, bus networks may be made accessible to a diverse population, promoting independent and equitable public transport access.

The principles of universal design have been considered in the location and design of bus stops along the Harbour Quays corridor, including:

- The relationship of bus stops to safe, controlled pedestrian crossings.
- The configuration of shelters and other infrastructure, including the positioning of shelters to minimise conflict with pedestrians.
- The use of tactile ground surface indicators and audio/visual communication tools.
- The use of signage and audio-visual communication systems.

A more detailed Crime Prevention Through Environmental Design (CPTED) assessment and inputs will be integrated into the Developed Design.

4.2.7 Pedestrian Facilities

The current footpath widths vary across the different streets within the preferred corridor. The general design approach is as follows:

- The starting position is that changes to footpath widths will be minimised
- To remain within budgets, it is assumed that civil works, kerb and channel, and stormwater changes are minimal.
- Except for specific lengths or to improve crossing conditions or remove critical constraints, footways will not be widened.
- No shared path (bike/micro-mobility and pedestrians) facilities will be built.
- In some locations, pedestrian buildouts may need to be removed to provide space for bus facilities.
- Accessibility: All new pedestrian facilities should comply with best practice requirements for accessibility, including grades, ramps, tactiles, etc.

4.2.8 Civil and Drainage Works

The key design requirements for civil and drainage works include:

- Standard kerb and channel to be used for all new kerbs except at bus stops where Kassel Kerb may be provided. Need to allow appropriate transition length to reach new height
- All clashes with existing stormwater sumps/catchpits are to be identified in the developed design phase drawings.
- Bus stop bypass design is assumed to maintain kerb and channel conveyance through approved channel covers or through proprietary drainage products.
- If applicable, all areas with substantial footpath widening are assumed to include a slot drain or other proprietary drainage product to avoid road-level construction.
- No stormwater upgrades are proposed as part of the Project to address existing issues along the routes.
- All new stormwater sump/catchpit grates to be a bike-friendly design.

4.2.9 Signs and Markings

The key design requirements for signs and markings:

- Signage and markings will comply with the Traffic Control Devices (TCD) manual and the Manual of Traffic Signs and Markings (MoTSAM).

Additionally, signage and markings will also refer to best practice guidance such as NZTA's Public Transport Design Guide.

4.2.10 Kassel Kerbs

The use of Kassel Kerbs will be limited to stops only where physical works are required to the kerbline associated with the stop.

4.2.11 Real-time information boards

Base design assumptions include:

- Standard real-time information boards will be supplied by GWRC.

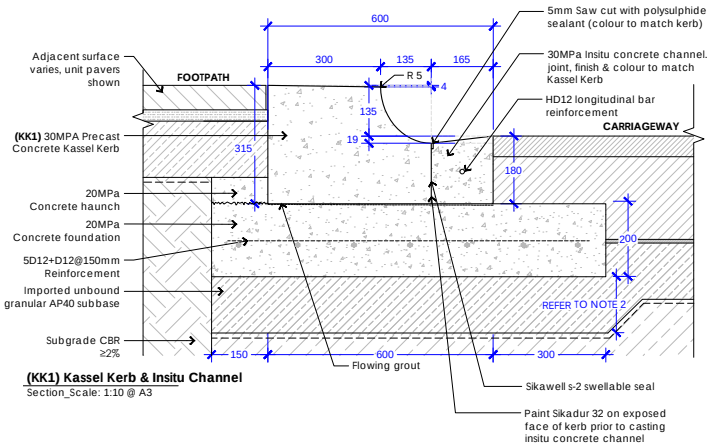
4.2.12 Bus Wayfinding Signage

Base design assumptions include:

- Standard bus wayfinding signage will be supplied by GWRC.

Design Review Notes: to be investigated during Developed Design.

- *Design team to investigate alternative kerb options to minimise construction costs while still achieving accessibility.*



(KK1) Kassel Kerb & Insitu Channel
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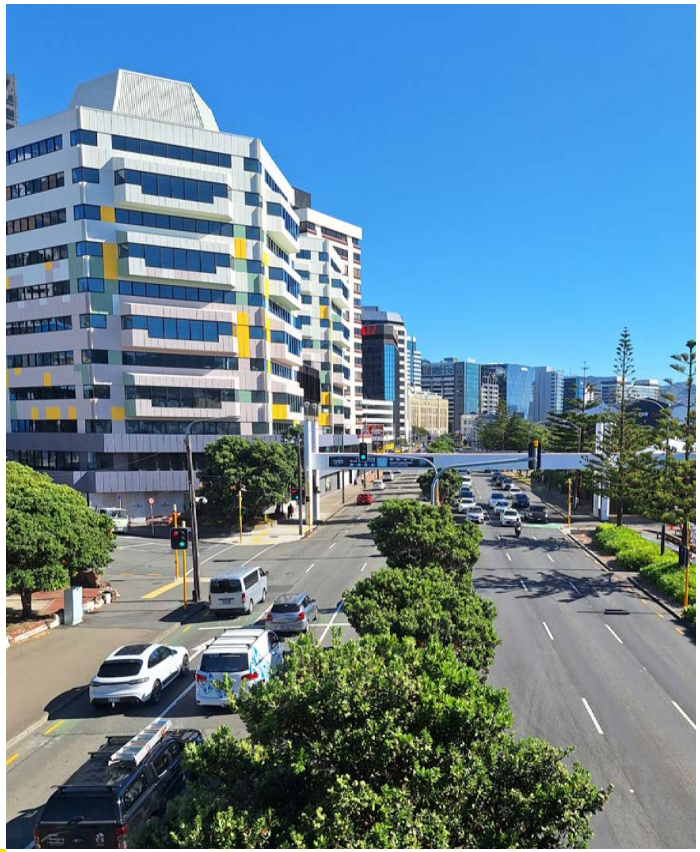
5

5.0 Bus Stop Design Concepts



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5.1 Approach to the identification of bus stops

The location and position of bus stops along the Harbour Quays corridor(s) must balance passenger and pedestrian convenience, operational efficiency, and safety. Bus stops must be positioned to provide convenient access to major destinations along the corridor while maintaining or improving journey times and reliability for public transport services. Bus stops that are closely positioned compromise the performance of bus services, resulting in delays and the platooning of buses as they move along the corridor. Conversely, stops that are widely spaced or inappropriately positioned may result in passengers choosing other services or modes.

A bus stop strategy (see Appendix D) has been developed to strike a balance between these competing tensions, with the strategy considering:

- An ideal spacing of between 250m and 400m.
- Locations and connection to major destinations along the corridor.
- Connection to other transport interchanges, including stops on the Golden Mile.
- Pedestrian connectivity, including proximity to safe pedestrian crossing points.
- Bus accessibility and manoeuvrability.
- Impacts to general traffic.
- Potential infrastructure requirements, including ease of construction.

The application of this strategy identified five optimal locations for bus stops (northbound and southbound) on corridors TO1 and TO2.

An additional bus stop location was also identified proximate to Waring Taylor, which will be explored further in the Developed Design.


Stop 6 (S5B)
Stop 6 (N5A)
Stop 5 (S4A)
Stop 5 (N4A)
Stop 4 (S3C)
Stop 4 (N3A)
Stop 3 (S2K)
Stop 3 (N2C)
Stop 2 (S2L)
Stop 2 (N2B)
Stop 1 (S1A)
Stop 1 (N1A)
TO1 ALTERNATIVE Stop 2 (N2B)
TO1 ALTERNATIVE Stop 3 (S2B)

5

Stop 1 Southbound (S_{1A})

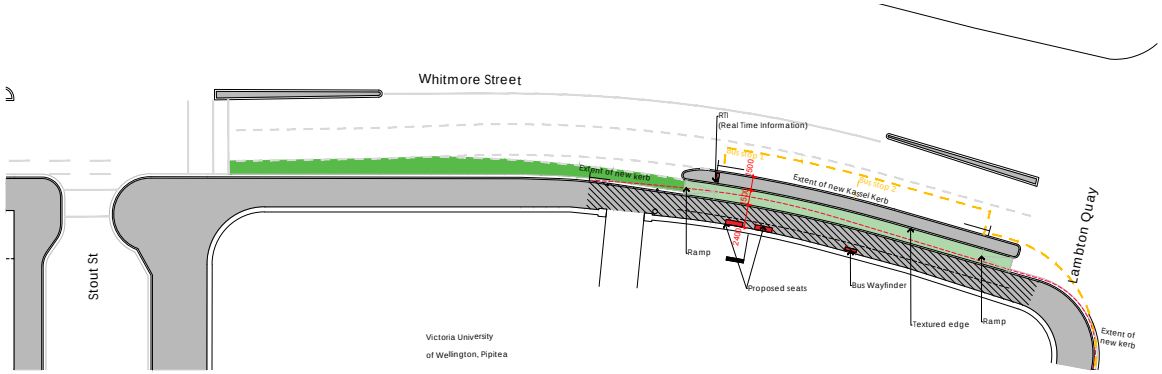
Overview

Located on Whitmore Street outside of the Old Government Buildings, this area is well connected to Lambton Quay and Parliament.

It is anticipated that this stop would only cater to incoming services from the west and be primarily used for drop-off/ alighting buses.

Key urban design considerations

- Proposed stop relationship with Schedule 1 Heritage Building 'Government Buildings' (DP Ref# 179) and HNZPT Cat 1, 37 will influence the exact position and design of the stop. Part of the Parliamentary Precinct Heritage Area (DP Ref# 14, Schedule 3).
- Sensitivity and appropriate design response to the heritage railings will need to be addressed. Take into account the existing landscape—trees and hedging along the back edge of the pavement within the Government Buildings grounds. Unlikely to affect the Peter Fraser statue (heritage structure).
- District Plan View Shaft 'VS3 North Queens Wharf and Inner Town Belt—Whitmore Street' is likely to be affected. Mitigation will be required to minimise the effect on VS3.
- District Plan View Shaft 'VS4 The Beehive and The Cenotaph—Whitmore Street' is likely to be affected. Mitigation will be required to minimise the effect on VS4.
- Overall environmental quality and pedestrian amenity at the stop is limited due to the exposed location and lack of building edges providing activation and shelter.
- Walking connections to the stop are exposed with no canopy cover or edge activation.



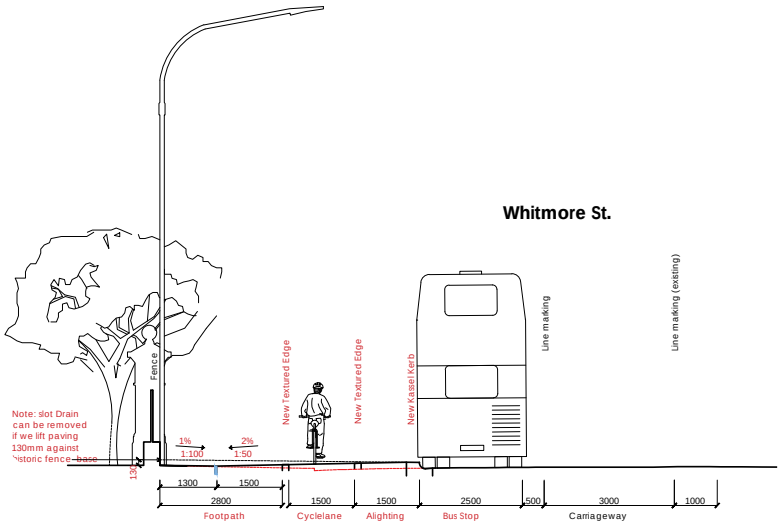
Whitmore Street, outside VUW Pipitea

Design Review Notes: to be investigated during Developed Design.

- *Shelter removed from this stop as part of review of concept design.*

Technical Considerations

- The site is exposed to northerly wind.
- Stop is predominantly a drop-off, so less shelter may be appropriate.
- Some conflict between pedestrians and the cycleway can be mitigated by placing seating or shelter against the fenceline.
- Curved layout of bus boarding area to be tested during developed design to ensure buses can get close enough to kerbs to allow for accessible boarding.





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Stop 1 Northbound (N_{1A})

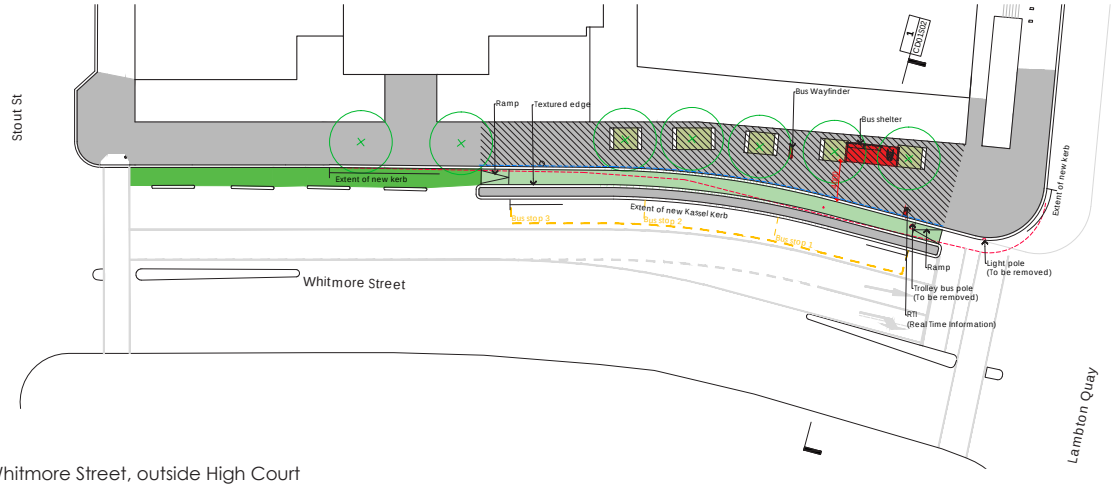
Overview

Located on Whitmore Street outside of the Supreme Court, this area is well connected to Lambton Quay and Parliament.

It is anticipated that this stop would only cater to westbound services.

Key urban design considerations

- Part of Stout Street Precinct Heritage Area (DP Ref# 14, Schedule 3).
- Relationship with the Supreme Court—particularly facade arrangement, internal activity, and plinth surrounds—will influence the exact position and design of the stop location and shelter. As proposed, the stop is positioned adjacent to service/utility space within the court and will limit impact on outlook for court staff.
- Existing landscape and streetscape features—particularly the seating and trees—will need to be integrated into the stop design. As proposed, the stop utilises the gap between seats and consolidates these elements in a coherent location.
- Existing footpath and carriageway space is generous, and width will be adequate to accommodate passersby and stop customers.
- District Plan View Shaft 'VS3 North Queens Wharf and Inner Town Belt—Whitmore Street' is likely to be affected. Mitigation will be required to minimise the effect on VS3

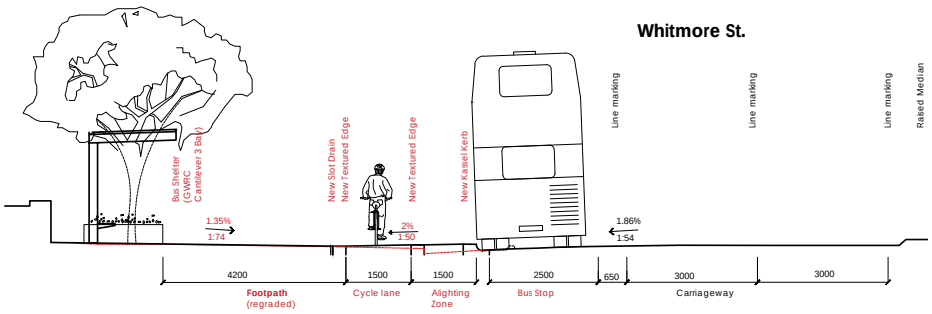


Whitmore Street, outside High Court

- District Plan View Shaft 'VS4 The Beehive and The Cenotaph—Whitmore Street' is likely to be affected. Mitigation will be required to minimise the effect on VS4.
- Overall environmental quality and pedestrian amenity at the stop is low-medium: amenity from seating, planting, and footpath width is good, but building edge activation is limited, and no canopies exist, reducing amenity for stop users. Consider a second shelter to increase sheltered capacity and vertical structure to mitigate wind/ rain exposure.
- Accessibility to the stop is reasonable with nearby signalled crossings at Lambton Quay and Stout St.

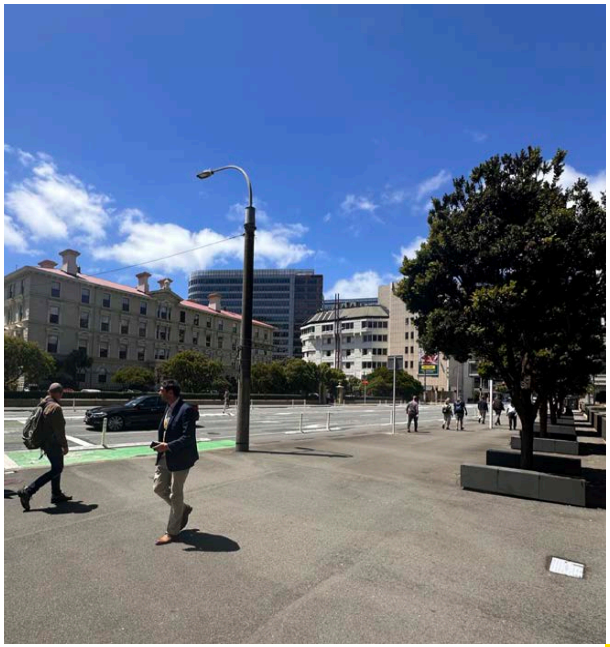
Technical considerations

- The site is exposed to the northerly wind and requires shelter.
- Some conflict between pedestrians and the cycleway can be mitigated by placing shelter against the building line.
- Curved layout of bus boarding area to be tested during developed design to ensure buses can get close enough to kerbs to allow for accessible boarding.



Design Review Notes: to be investigated during Developed Design.

- *Alternative option showing the cycle lane passing behind the stop and shelter was discounted previosly due to indirect nature of cycle route and conflicts with Golden Mile pedestrian movements.*
- *Shelter will need to be visually permeable for CPTED considerations, as potential entrapment risk between shelter and water feature.*
- *Proximity of stop to to key intersection could mean that cyclists aren't looking for boarding/alighting passengers. Recommend shifting head of stop south.*
- *Is there likley to be a need for further shelters for more capacity? This positioning would require them to be split between tree bays.*



5

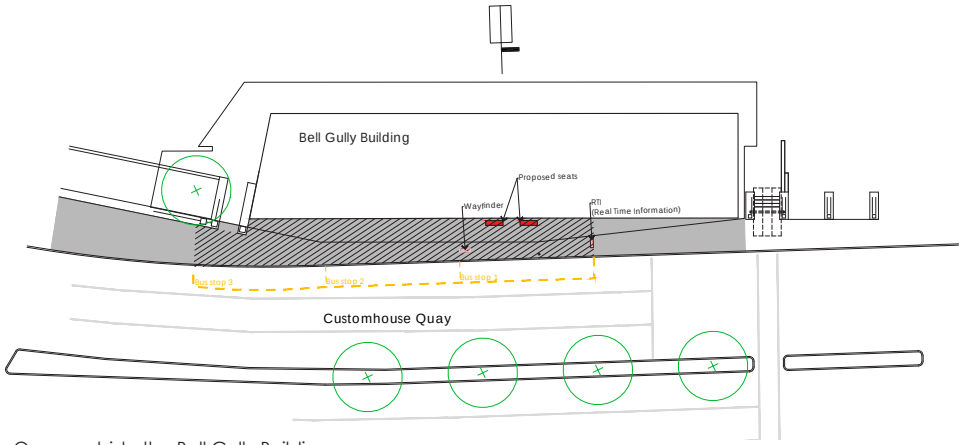
Stop 2 Southbound (S_{2L})

Overview

Located on Customhouse Quay, adjacent to the new development on Wellington Waterfront, this is one of the few stop opportunities before Queens Wharf.

Key urban design considerations

- The proposed stop is located adjacent to the Servcorp-Bell Gully Building, southbound along Customhouse Quay.
- Access to the stop from the city is via the signalled Waring Taylor intersection. From the waterfront, access is via Lady Elizabeth Lane. Both these approaches lack continuous canopy or building edge protection/activation for users connecting to the stop. Crossing of the quays is required for city movements, and while exposed, canopies do exist along Waring Taylor Street, and a free-standing canopy is located on the eastern side of the quays.
- At the stop, the blank ground-level facade of the S-BG Building does not offer activation or amenity for users. However, the presence of the stop will offer some level of increased activity at that location, improving an otherwise inactive edge.



Customhouse Quay, outside the Bell Gully Building

28

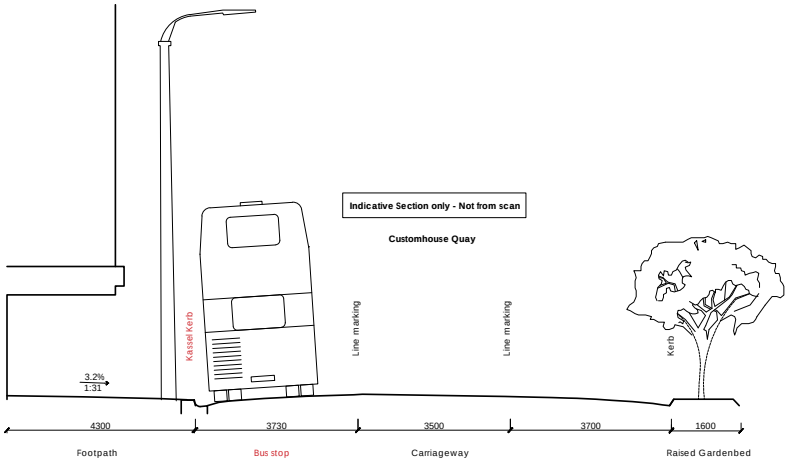
Design Review Notes: to be investigated during Developed Design.

- *Increased lateral shelter to be provided.*
- *Potential safety issues with jaywalking as passengers run across traffic to catch their waiting bus.*

- As proposed, the stop will utilise the building canopy and remove the need for a standalone shelter. This will occupy less of the footpath and reduce conflicts between passers-by and stop customers. We also note the likely lower numbers of passers-by using this footpath relative to the waterfront.
- Environmental quality and pedestrian amenity at the stop is low given the proximity to traffic, lack of building activation, and absence of planting. Consider vertical structure at the stop to mitigate wind/rain exposure.

Technical Considerations

- The existing building canopy sits close to the kerb and may conflict with the bus sweep. To be investigated further.





5

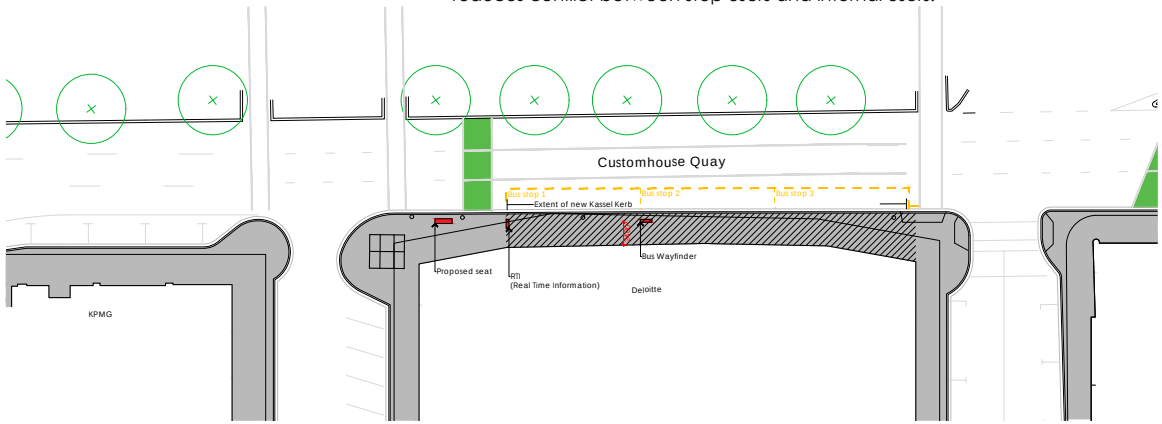
Stop 2 Northbound (N_{2B})

Overview

The proposed stop is located adjacent to the Deloitte Building, northbound along Customhouse Quay.

Key urban design considerations

- Access to the stop from the city is via Waring Taylor Street and Johnston Street. The former offers covered connections (canopies). From the waterfront, access is via signalled crossings at both Waring Taylor Street and Johnston Street. These approaches lack continuous canopy or building edge protection for users connecting to the stop. Crossing of the quays is required (exposed).
- At the stop, the blank ground-level facade of the S-BG Building does not offer activation or amenity for users. However, the presence of the stop will offer some level of increased activity at that location, improving an otherwise inactive edge.
- The stop will utilise the building canopy and remove the need for a standalone shelter. This will occupy less of the footpath and reduce conflicts between passers-by and stop customers. Environmental quality and pedestrian amenity at the stop is low given the proximity to traffic and absence of planting.
- Building provides good levels of activation, particularly towards the northern end with internal cafe space. Building front (glazing) set back behind the low-level plinth reduces conflict between stop users and internal users.



Customhouse Quay, outside Deloitte

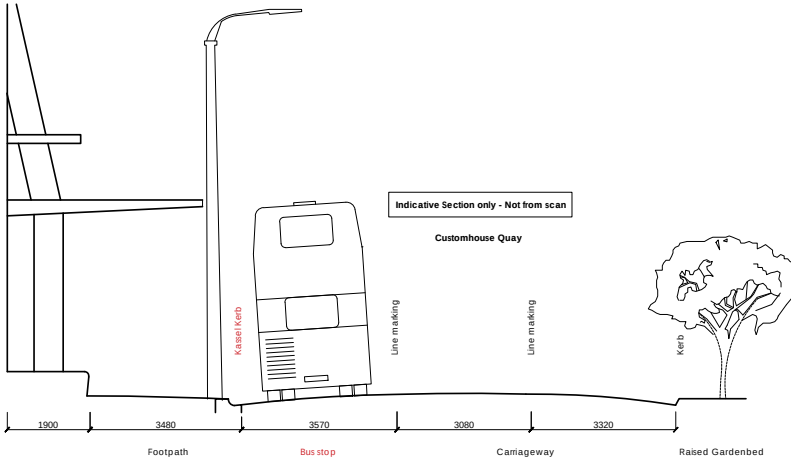
30

Design Review Notes: to be investigated during Developed Design.

- *Additional seat (not under shelter) added during concept review.*
- *Note the adjacent building is base isolated and we can not place any furniture within 1.5m of the structure without impacting on the buildings performance during an earthquake.*

Technical Considerations

- The existing building plinth provides informal seating.
- The site is exposed to the northwesterly but protected by the large existing canopy.
- RTI location to be confirmed. If there is conflict with the building canopy, the RTI can be relocated further west.
- Consider vertical structure at the stop to mitigate wind/rain exposure.





31

5

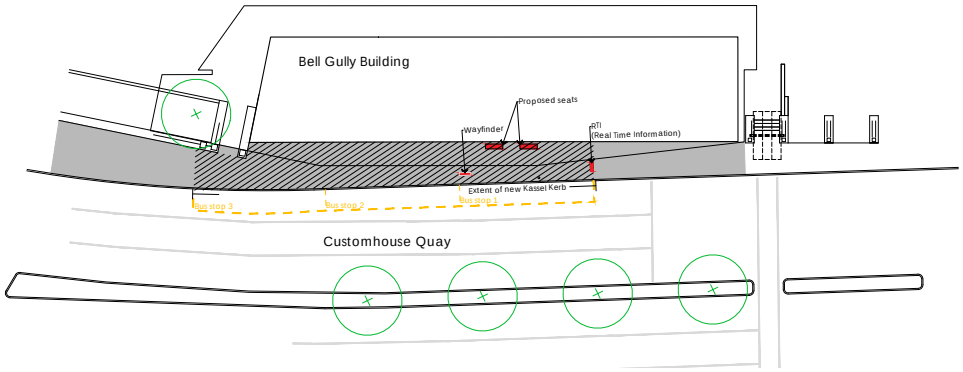
Stop 3 Southbound (S_{2K})

Overview

Located on Jervois Quay Outside of the Wellington Museum, this stop is ideally located for the TSB Arena and Queens Wharf.

Key urban design considerations

- The future stop will reinforce access and city-wide legibility for the museum and Queens Wharf, resulting in positive outcomes for both route options TO1/TO2.
- The relationship with Schedule 1 Heritage Building 'Wellington Harbour Board Head Office and Bond Store' (DP Ref# 160) and HNZPT Cat 1, 234 will influence the exact position and design of the stop location and shelter.
- Sensitivity and appropriate design response to the heritage building will need to be addressed, taking into account facade arrangement and fenestration.
- Existing shrub and tree planting along the street edge will be affected/need to be removed, reducing buffering from traffic and reducing amenity for pedestrians.
- As proposed, the stop occupies a large proportion of the existing footpath width, with a small gap between the rear of the shelter and Wellington Museum. Therefore, conflicts between passers-by and stop customers may occur. This will be mitigated by the likely lower numbers of passersby using this footpath relative to the waterfront.
- Environmental quality and pedestrian amenity at the stop is low given the proximity to traffic, lack of building canopy, narrow footpath, lack of activation, and absence of planting. Consider vertical structures at the stop to mitigate wind/rain exposure.



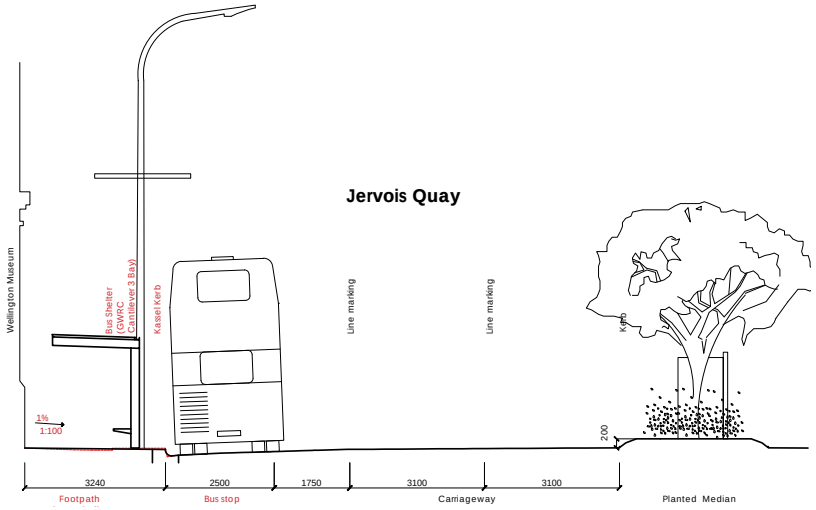
Jervois Quay, Outside Wellington Museum

32

- Poorly sheltered and activated connections for customers getting to the stop. Requires crossing Harbour Quays (exposed) and lack of canopy shelter along local building edges.
- Improved pedestrian crossing across the Queens Wharf vehicle access will improve access to the stop.

Technical considerations

- The narrow existing footpath and heritage building restrict the opportunity for shelter against the building line. Shelter to be reversed against kerb provided CPTED requirements and sight lines can be achieved.
- The site has poor existing lighting and poor oversight—a detailed lighting study is required for this area.



Design Review Notes: to be investigated during Developed Design.

- *Perceptions of exposure to weather compounded by additional uncovered walking distance from Post Office Square is noted.*
- *Potential safety issues with jaywalking as passengers run across traffic to catch their waiting bus.*
- *Shelter to be placed to minimise impact on heritage facade (acknowledging that building footings, emergency panel, windows, and loading door are limiting factors).*
- *Also, noting there are a number of constraints to providing a comfortable pedestrian experience and footpath width (lighting column and traffic control boxes in the pathway at the northern end, Powerco pit in the garden bed, metal footing plates).*
- *Sheltered enclosure for waiting passengers will be extremely important at this location (glazing all sides), with a high level of visual permeability. Increased lateral shelter is to be provided.*
- *RTI on the building edge potentially pushes pedestrians out to the road edge; is there an option for a kerb-edge option?*
- *Can we change the alignment of the main pedestrian travel route next to the heritage gates so it doesn't cross the existing drainage grate?*
- *Is there an opportunity to offset planting loss due to partial/total removal of the garden bed?*



5

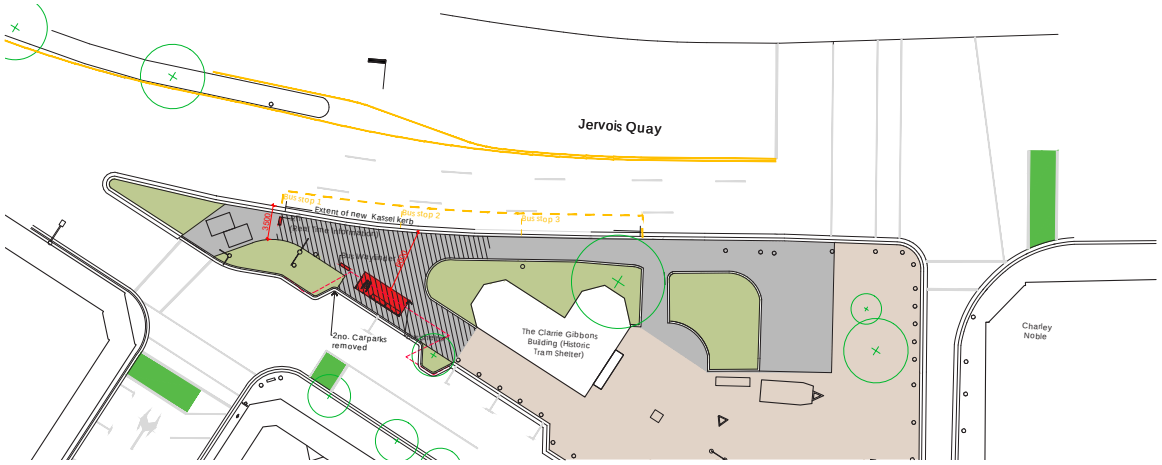
Stop 3 Northbound (N_{2C})

Overview

Located on Post Office Square, this stop is ideally located for the TSB Arena and Queens Wharf.

Key urban design considerations

- The proposed stop sits within DP Heritage Area DP re #16. Also Clarrie Gibbons Building (Clarrie's) (Heritage Building ref 159).
- The proposed stop location utilises an area where angled parking has been replaced with parallel parking. This location is somewhat disconnected from Clarrie's, utilising a tongue of land between Customhouse Quay and Jervois Quay.
- The proposed stop will enhance activation and 'purpose' for this area and will reinforce access and city-wide legibility for Queens Wharf, resulting in positive outcomes for both route options TO1/TO2.
- Physical separation from Clarrie's will reduce visual impacts on this structure.
- The existing shrub landscape along the street edge will be affected.
- Occupying an existing parking area, the shelter is unlikely to create conflicts between passersby and stop customers.



Jervois Quay, outside Clarrie Gibbons Building

34

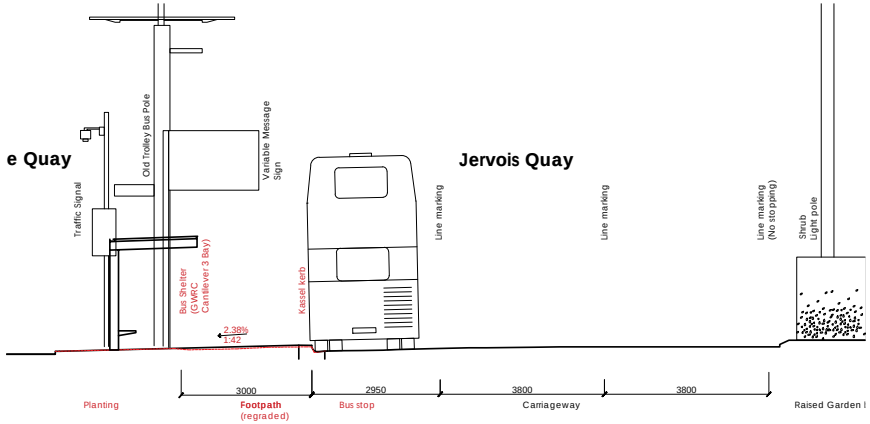
Design Review Notes: to be investigated during Developed Design.

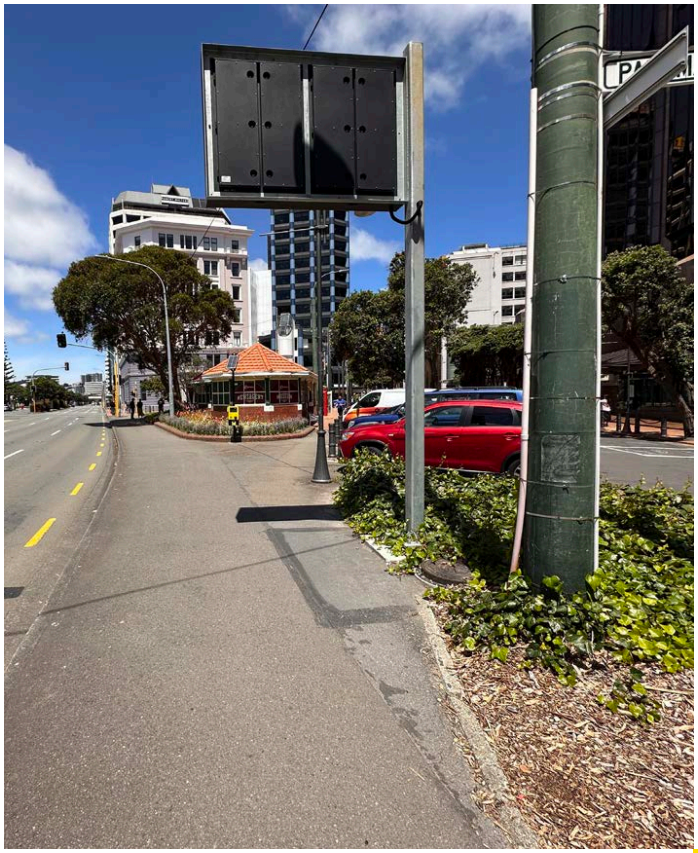
- *Refine shelter location to move it closer to stop head if possible.*
- *While placement of this shelter offers plenty of room for waiting customers away from flow of pedestrians, there is a risk it is out of the sightline of buses/people wanting to check RTI.*

- Overall environmental quality and pedestrian amenity at the stop is low given the proximity to traffic, lack of building canopy, lack of activation, and somewhat isolated position. Consider vertical structure at the stop to mitigate wind/rain exposure.
- Poorly sheltered and activated connections for customers getting to the stop from the waterfront. Generally covered connections from the city (west).
- Requires crossing Customhouse and Jervois Quays (exposed).

Technical Considerations

- This site is exposed to the northerly wind and requires additional shelter.
- Realigning car parks provides an opportunity to achieve simple access and circulation in an otherwise congested corner.
- Clearance from the historic tram shelter allows use of the standard bus shelter.
- Curved layout of bus boarding area to be tested during developed design to ensure buses can get close enough to kerbs to allow for accessible boarding.Curved layout of bus boarding area to be tested during developed design to ensure busses can get close enough to kerbs to allow for accessible boarding.





5

Stop 4 Southbound (S_{3C})

Overview

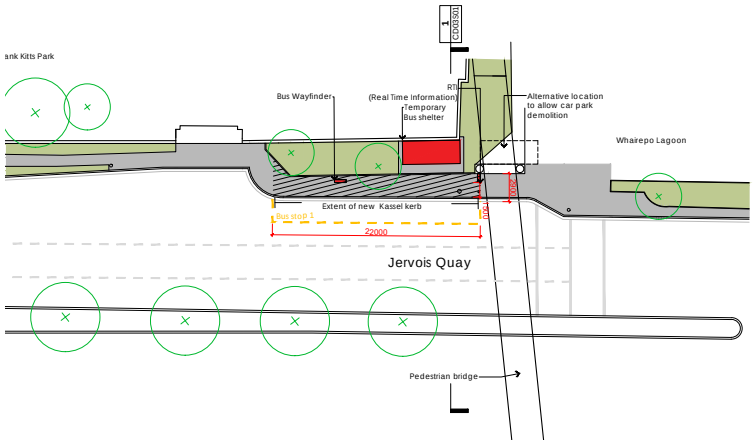
As part of our assessment of stop catchments, a stop pair located adjacent to/opposite Frank Kitts Park on Jervois Quay was identified. Alternative locations for stops proximate to this location were considered, including the use of Harris, Willeston, or Hunter as part of the appraisal of corridor TO1. These alternative locations were found to have significant challenges, including limited access, conflicts with emergency services, or safety concerns.

Frank Kitts Park is scheduled for redevelopment in the near future, which will impact both the configuration of the park and its relationship with Jervois Quay. Given that these changes will impact the bus stop and its supporting infrastructure, it is proposed to defer the construction of permanent infrastructure until after redevelopment works have concluded. A temporary stop will be provided until such time as redevelopment works to Frank Kitts Park have concluded. Bus stops immediately upstream and downstream will be fully installed, with shelters and other infrastructure.

This approach provides improved access for passengers seeking access to destinations proximate to Jervois Quay while providing the option for passengers to walk to the adjacent stop should they desire more shelter.

Key urban design considerations

- Proposed temporary stop. The future final stop location and design will need to interface with the redevelopment of Frank Kitts Park/Fale Malae, particularly reconciling any layby/drop-off access to the malae.
- The future stop will reinforce access and city-wide legibility for the malae, lagoon, and Te Ngākau, resulting in positive outcomes for both route options TO1/TO2.
- This stop location will utilise an underused area of low-quality landscape adjacent to the blank wall/facade of the FKP car park.
- Existing mature trees (Norfolk Pine and Cabbage) are retained for the temporary proposal and will help maintain some level of amenity at the stop.
- The proposed stop will enhance activation and 'purpose' for this area.



Jervois Quay, outside Frank Kitts Park

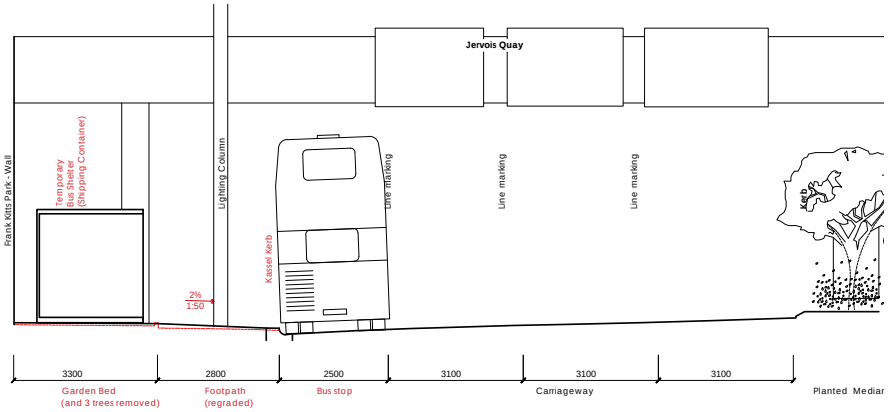
Design Review Notes: to be investigated during Developed Design.

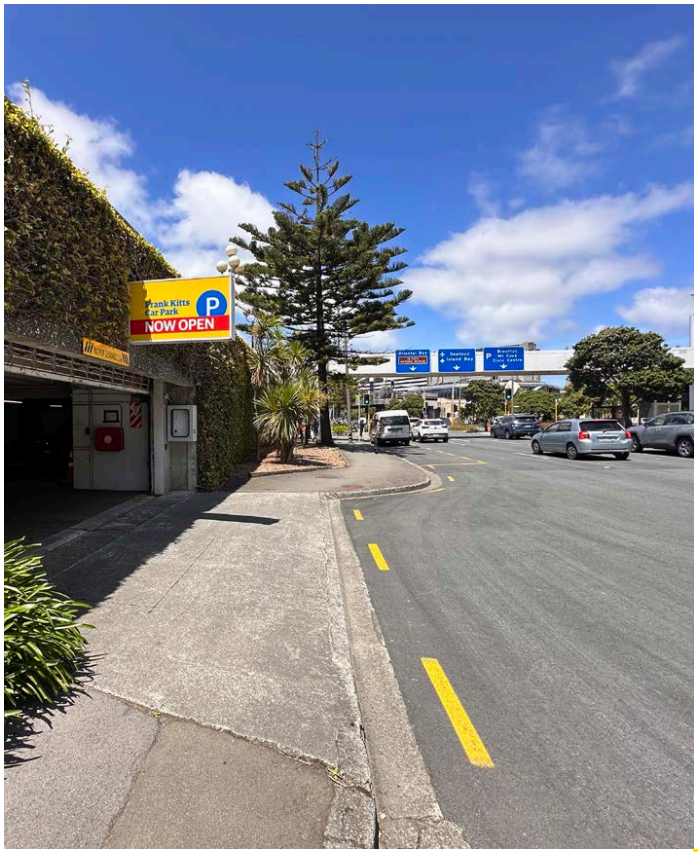
- *Comfortable with use of temporary shelter in the interim here. However, need to ensure there is good visual permeability as there have been some issues around anti-social behaviour in adjacent area.*
- *Stop needs to be attractive so any temporary structures need to be 'more' than a standard shipping container.*

- Occupying an existing planted area, the shelter is unlikely to create conflicts between passersby and stop customers.
- Overall environmental quality and pedestrian amenity at the stop is low given the proximity to traffic, lack of building canopy, lack of activation, and somewhat isolated position.
- Poorly sheltered and activated connections for customers getting to the stop from the waterfront or city.
- Access to this location from the city requires crossing Jervois Quay (exposed).

Technical Considerations

- This site is very exposed to weather, and additional shelter is required.
- A strategy to allow for future demolition of the bridge and car park is required.





5

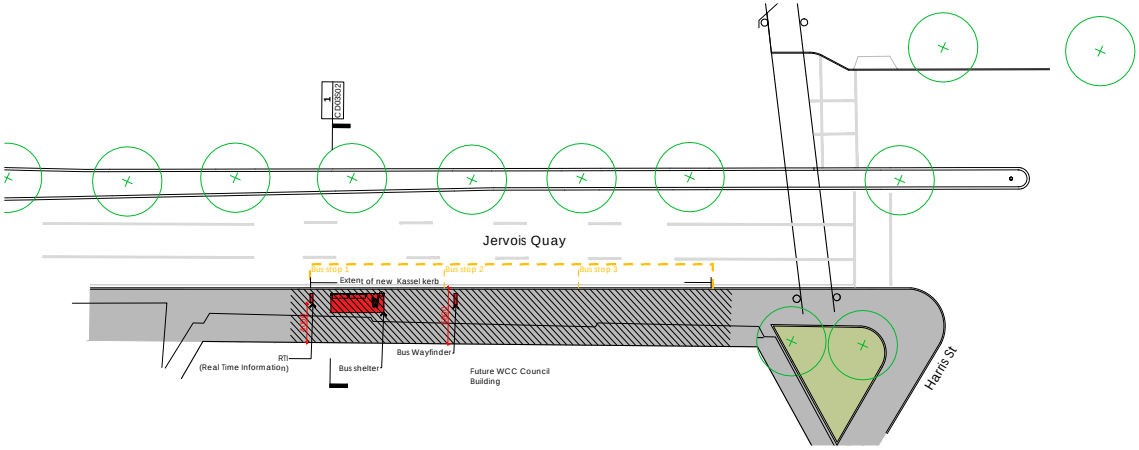
Stop 4 Northbound (N_{3A})

Overview

Located on Jervois Quay outside of the soon-to-be-occupied WCC buildings.

Key urban design considerations

- Proposed stop design and location adjacent to the future Wellington City Council (WCC) office building. WCC refurbishment plans are unknown at this stage, and therefore the precise stop location will need to be confirmed once WCC plans are known.
- Signage is to be sensitively integrated along the future WCC facade, taking into account access/entry, windows, and facade features.
- This stop will reinforce access and city-wide legibility for the malae, lagoon, Te Ngākau, and Council offices, resulting in positive outcomes for both route options T01/T02.
- No existing planted landscape occurs in the vicinity of the stop.
- The proposed bus shelter will sit beyond the existing canopy cover.
- The stop may create conflicts between passers-by and stop customers given the relatively shallow building canopy (for users during adverse weather). The introduction of a stop shelter will create a pinch point in footpath width.



Jervois Quay, outside Future WCC Council Buildings

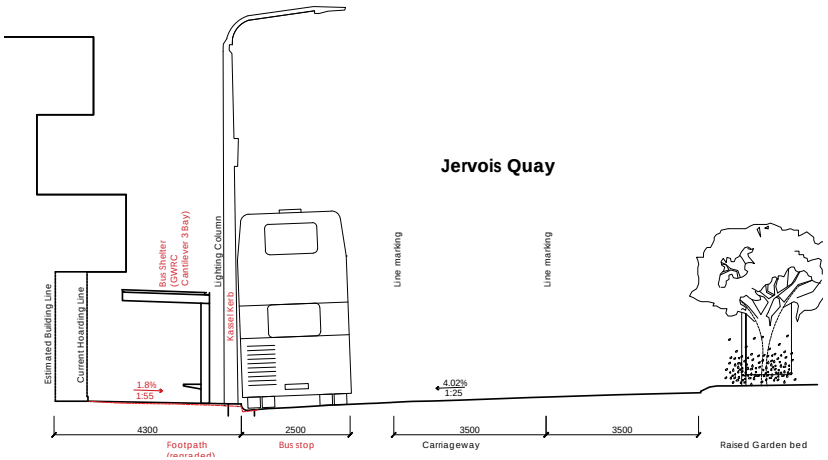
Design Review Notes: to be investigated during Developed Design.

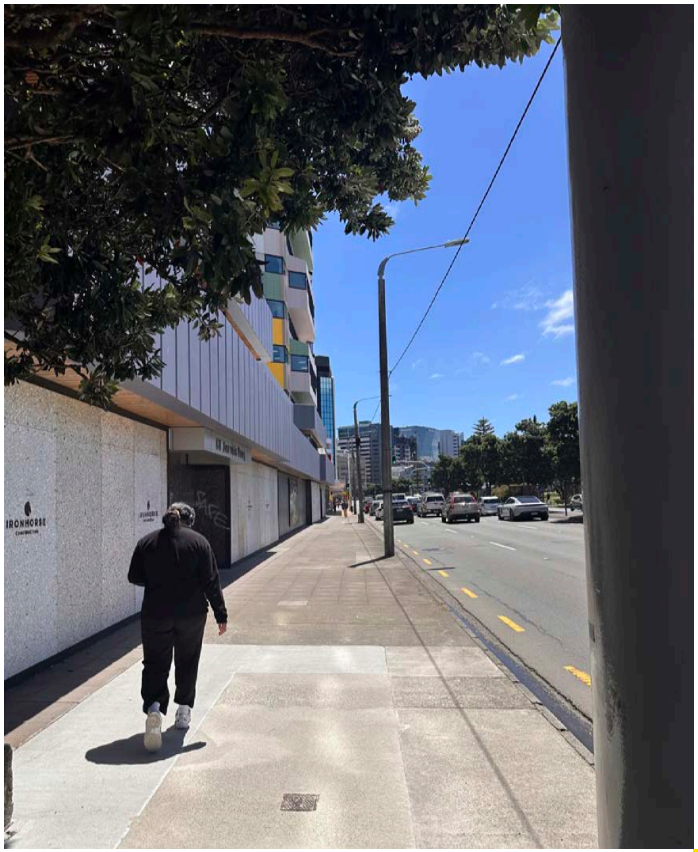
- *Increased lateral shelter to be provided.*

- Environmental quality and pedestrian amenity at the stop is low-medium given the proximity to traffic; however, the building canopy and potential WCC office edge activation are positive.
- Connections for customers getting to the stop from the city benefit from shelter and reasonable activation. Close proximity to the Harris Street-signalled intersection is noted.
- Connections from the waterfront are exposed and require crossing Jervois Quay (existing over-bridge).

Technical Considerations

- This site is very exposed to weather, and additional shelter is required.





5

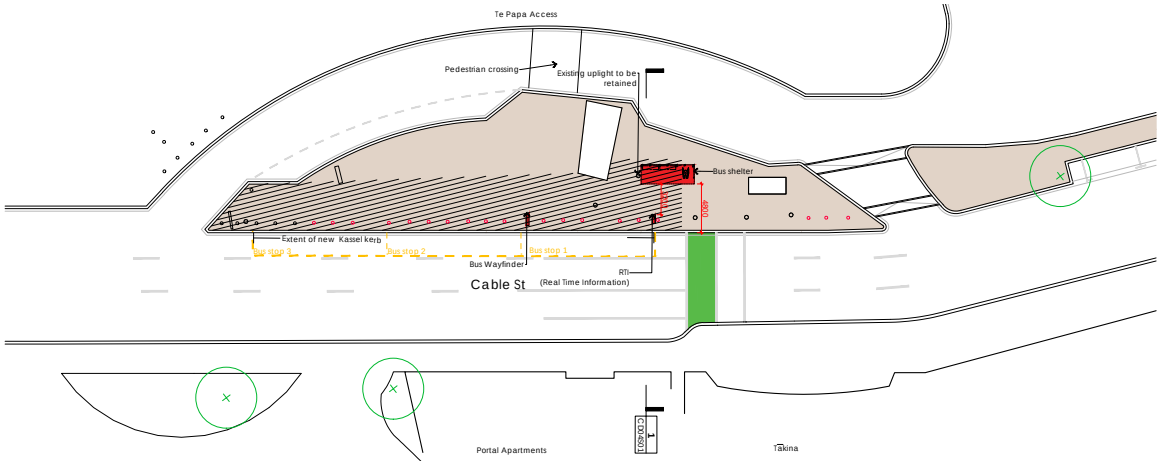
Stop 5 Southbound (S_{4A})

Overview

Located on Cable Street in front of Te Papa and opposite Tākina.

Key urban design considerations

- The future stop will reinforce access and city-wide legibility for Te Papa and Tākina Wellington Convention and Exhibition Centre Queens Wharf, resulting in positive outcomes for both route options TO1/TO2.
- The relationship with Schedule 1 Heritage Building 'Circa Theatre' (DP Ref# 408) may influence the position and design of the stop location and shelter (though note the stop is not directly adjacent to Circa Theatre).
- An appropriate design response as a forecourt element to Te Papa, including Te Papa signage, will need to be considered as well as design integration into the crescent-shaped drop-off area.
- Pedestrian movements across the forecourt of Te Papa will be a matter to consider
- No existing planted landscape exists, and the opportunity for further landscape improvements should be considered for this stop/local area.



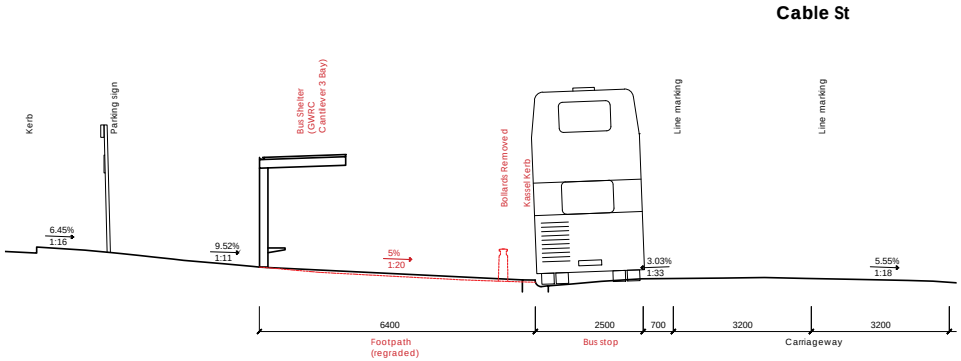
Cable Street, outside Te Papa

40

- As proposed, the stop occupies a relatively small part of the site location, and conflicts between passersby and stop customers are unlikely to be a concern.
- Environmental quality and pedestrian amenity at the stop is low given the proximity to traffic, lack of building canopy, lack of activation, and absence of planting. Consider vertical structure at the stop to mitigate wind/rain exposure.
- Poorly sheltered and activated connections for customers getting to the stop. Requires crossing Cable Street (exposed) and lack of canopy shelter along local building edges.
- Signalled crossings at Taranaki Street offer reasonable access for this stop.

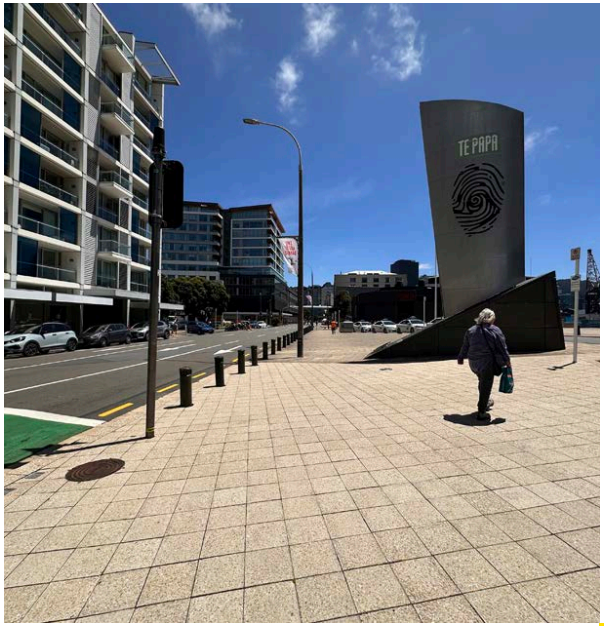
Technical Considerations

- The shelter and signage are located to work with Te Papa signage and the existing pedestrian shelter.
- The quality of structures needs to match that of the surrounding space.
- The structure and location require consideration of the existing steep crossfall.



Design Review Notes: to be investigated during Developed Design.

- *Risk this shelter location may not be acceptable to TePapa and/or Tākina. There is also an impact on potential for wayfinding from Taranaki St/Waterfront.*
- *May require a bespoke shelter that can be integrated with pedestrian shelter at adjacent crossing.*
- *Wayfinding will need to acknowledge that pedestrian access through Tākina is only available for daytime use.*
- *Need to better understand the interface of the stop with the Te Papa bypass (particularly vehicle crossings) and the impact this has on walking routes to/from the stop.*
- *The existing footpath crossfall does not meet accessibility standards and should be reviewed as part of the developed design.*



5

Stop 5 Northbound (N_{4A})

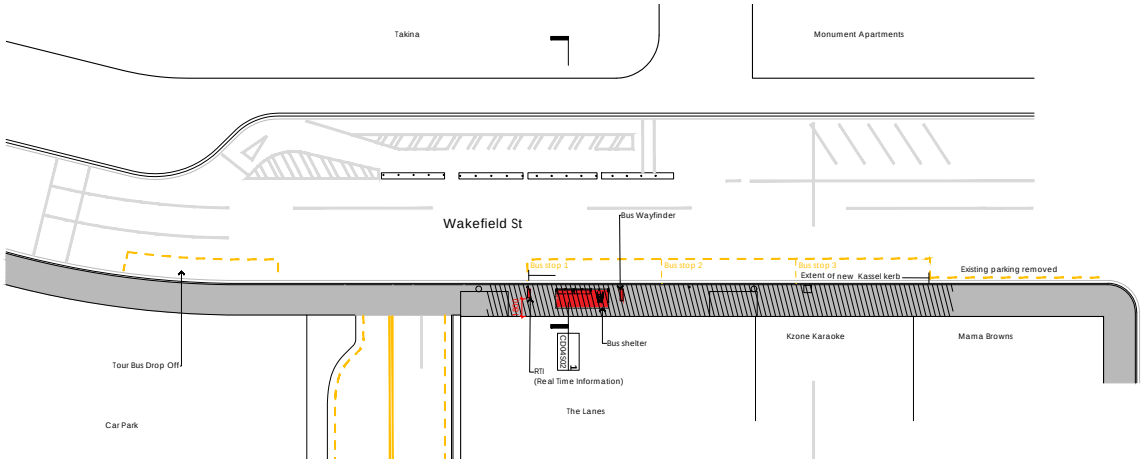
Overview

The proposed stop location utilises the footpath in front of 234 Wakefield Street (The Lanes). This area is located mid-block between Tory Street and Taranaki Street, opposite Tākina.

Additional space for tour buses has also been considered.

Key urban design considerations

- Building frontages feature multiple entrances and fenestration; 234 Wakefield Street has shopfront glazing to ground level, with seismic frames obstructing part of these elements, though it presents an active frontage. 246 and 250 Wakefield Street feature lower levels of glazing and have lower levels of activation.
- As proposed, the stop utilises the existing footpath with no canopy, and no new stop shelter is provided.
- Overall environmental quality and pedestrian amenity at the stop is low: No existing building canopy is present to provide shelter for stop users. Relatively constrained footpath space is further constrained by required RTI and wayfinding elements. The proposed shelter will occupy the majority of the existing footpath width, and therefore conflicts between passers-by and stop customers may occur.
- The adjacent car park at the rear of Reading is visually unappealing. Close proximity to high traffic volumes will also negatively affect amenity.

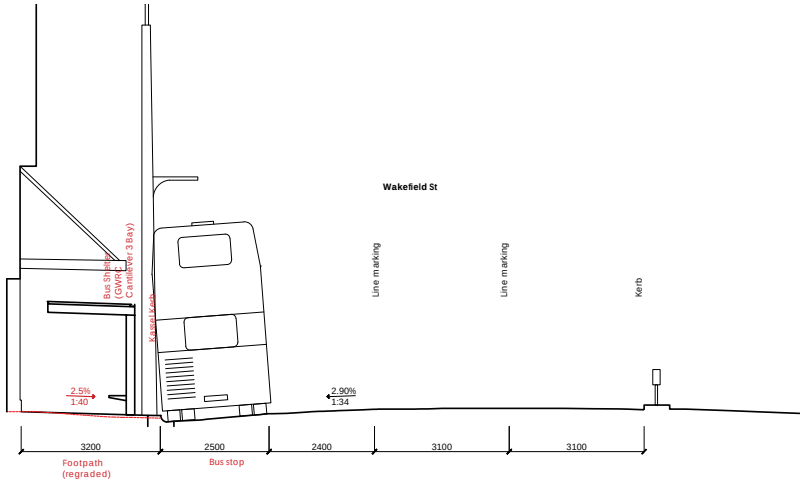


Wakefield Street, outside The Lanes

- Accessibility to the stop is compromised. Currently limited/controlled access north-south is provided towards Te Papa through Tākina. A signalised intersection provides access across the street. Reading redevelopment reduces connection mid-block towards Courtenay Place, although it provides an opportunity for additional connections in the future. Access will primarily be from Tory Street or Taranaki Street, requiring pedestrians to walk along the block.

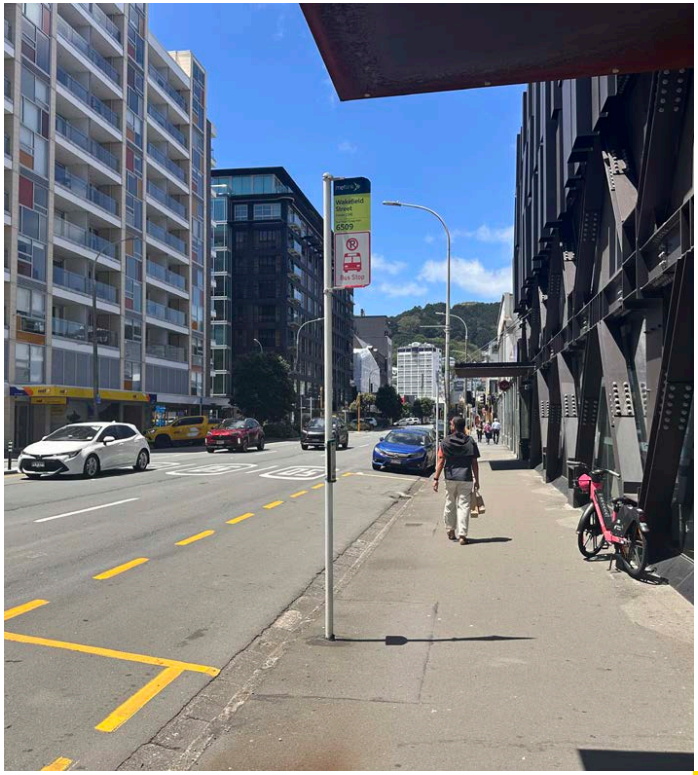
Technical Considerations

- A relatively constrained footpath width is further constrained by any shelters, RTI, and wayfinding elements.
- Additional building canopy at the stop location could be considered if the bus shelter is not possible.



Design Review Notes: to be investigated during Developed Design.

- *Shelter was added to this stop as part of the concept design review.*
- *Increased lateral shelter is to be provided.*
- *The design team is to test pavement widths to ensure adequate space is available for waiting and movement as part of the developed design.*
- *If footpath widths are too narrow, consideration to building the stop out should be given during developed design.*



5

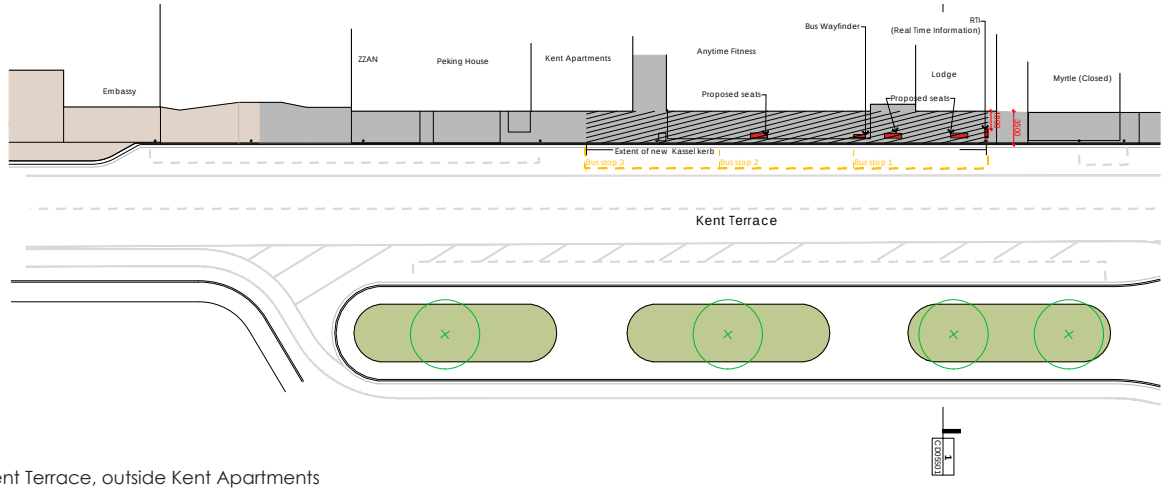
Stop 6 Southbound (S_{5B})

Overview

Located on Kent Terrace at an existing school bus stop, this site will have improved links to Courtenay Place through the Golden Mile works.

Key urban design considerations

- The proposed stop location utilises the footpath in front of 20 and 22 Kent Terrace. This area is close to the end of Courtenay Place, although this area of pavement is less utilised beyond the draw of the embassy and Majoribanks Street. The proposed stop will increase the patronage and use of this area.
- Building frontages feature multiple entrances and fenestration. 20 Kent Terrace has shopfront glazing to ground level and presents an active frontage. Halswell Lodge is set back from the street and has a raised floor level, which 'removes it' from the street. Low-quality planting in the front yard provides some level of amenity.
- As proposed, the stop utilises the existing footpath and canopy of 20 Kent Terrace.
- Overall environmental quality and pedestrian amenity at the stop is low-medium: The existing building canopy will provide shelter for stop users. Relatively constrained footpath space is further constrained by required RTI and wayfinding elements. Close



Kent Terrace, outside Kent Apartments

Design Review Notes: to be investigated during Developed Design.

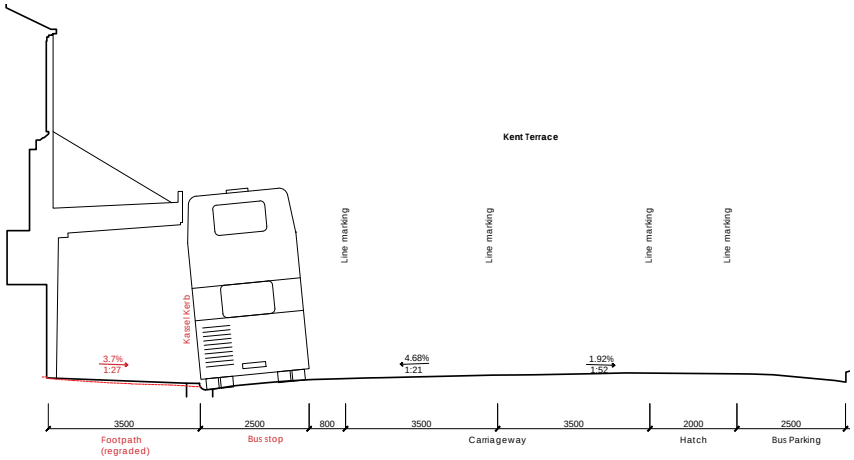
- *Moving the stop slightly closer to the Embassy Theatre to be tested/considered.*
- *The design will need to reinforce wayfinding interventions to connect the K&C stop with the Courtenay Place Hub.*

proximity to high traffic volumes will also affect amenity.

- Accessibility to the stop is fair, being located in close proximity to the major intersection of Courtenay Place, Kent and Cambridge Terraces, and Majoribanks Street. However, the offset from this intersection and crossing will reduce visibility and introduce additional walking from the main Golden Mile area. Additionally, the stop location effectively becomes mid-block with crossings at Cortenay Place and Elizabeth Street. This location may encourage crossing mid-block.

Technical Considerations

- Seats are preferably aligned to allow a separate waiting area. This is subject to achieving clearances.





5

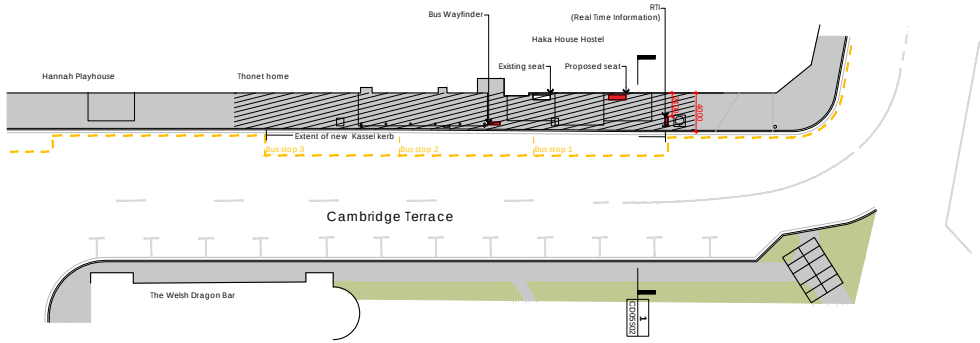
Stop 6 Northbound (N_{5A})

Overview

Located on Cambridge Terrace at an existing tour bus stop, this site has good links to Courtenay Place.

Key urban design considerations

- The proposed stop location utilises the footpath in front of 8 Cambridge Terrace and 292 Wakefield Street. This area is close to the end of Courtenay Place, although this area of pavement is less utilised. The proposed stop will increase the patronage and use of this area.
- Building frontage features multiple entrances and fenestration; however, current activity within the buildings limits activation, and window areas read as blank.
- Few existing streetscape features are present in this location, with an existing seat and canopy supports for 8 Cambridge Terrace as the most notable. The stop utilises the existing footpath and canopies.
- Both buildings are identified as contributing buildings to the Courtenay Place Heritage Area (SCHED3).



Cambridge Terrace, outside The Welsh Dragon

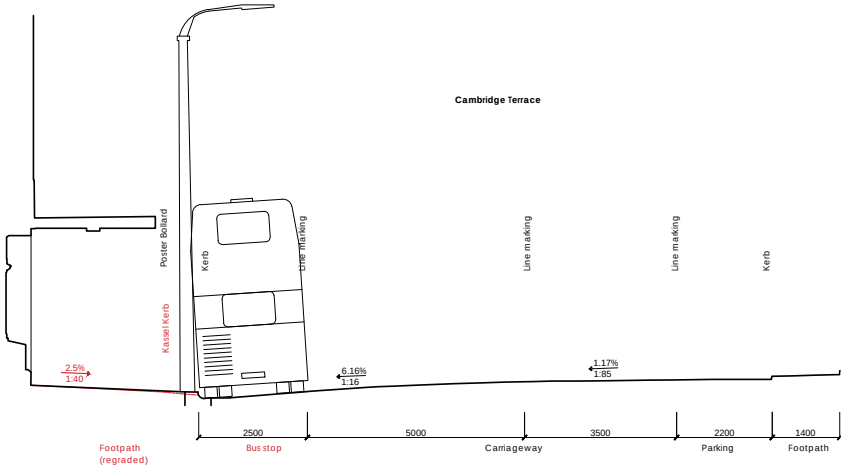
Design Review Notes: to be investigated during Developed Design.

- *Check for any conflicts between the building canopy and buses*
- *Check vehicle tracking from stop to Wakefield St.*
- *The design will need to reinforce wayfinding interventions to connect the K&C stop with the Courtenay Place Hub.*

- Overall environmental quality and pedestrian amenity at the stop is low-medium: The existing building canopy will provide shelter for stop users. Relatively constrained footpath space could result in conflict. Close proximity to high traffic volumes will also affect amenity.
- Accessibility to the stop is good, being located around the corner with no crossings from Courtenay Place and in close proximity to the signalised crossing to Chafers New World.

Technical Considerations

- Existing buildings provide sufficient shelter, and some existing seating is provided.
- This site is less exposed and provides an opportunity for shelter at the building line.
- The wayfinder could potentially be relocated to the building line.
- The existing building canopy is 545mm from the kerb. The design team is to check at developed design that there is enough clearance/no clash with bus movements.





5

TO1 Alternative Stop 2 Southbound (S_{2B})

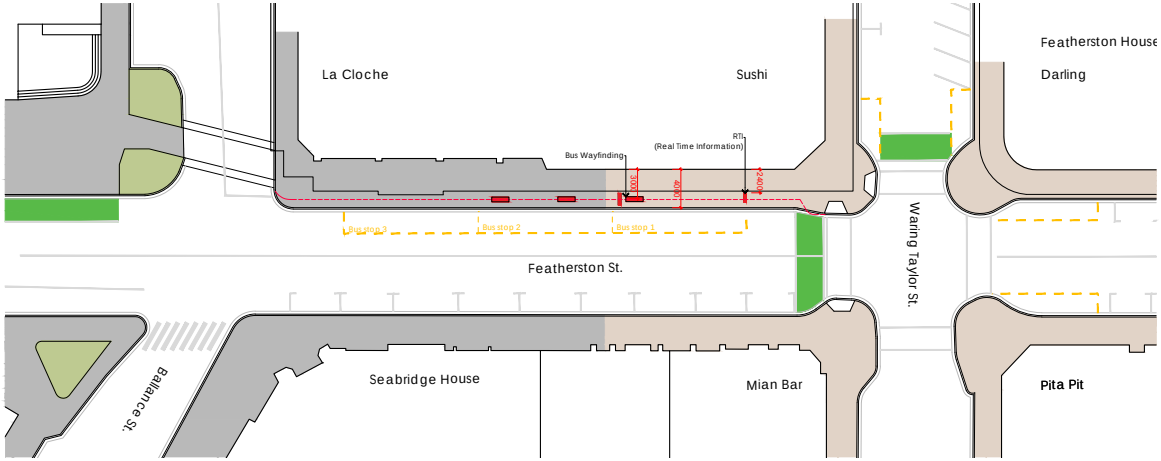
Overview

This is an alternative stop on Featherston Street, only required if the TO1 route is selected, in the same location as the existing bus stop.

Key urban design considerations

- The proposed stop location provides building canopy cover and a high level of frontage activation, resulting in a good level of pedestrian amenity at the stop.
- There is a good level of canopy cover along Featherston Street, providing access to the stop from the south. From the north, cover is interrupted by significant road crossings. The wider activation of street edges supports pedestrian amenity in walk journeys to the stop.
- Nearby signalled crossings (at Whitmore St and Waring Taylor St) provide good levels of accessibility to the stop.
- No standalone stop shelter is required, thereby limiting the intrusion of/requirement for a new structure in the footpath.

Note: this stop Replaces Stop 2 Southbound if route TO1 is Selected



Featherston Street, outside Seabridge House

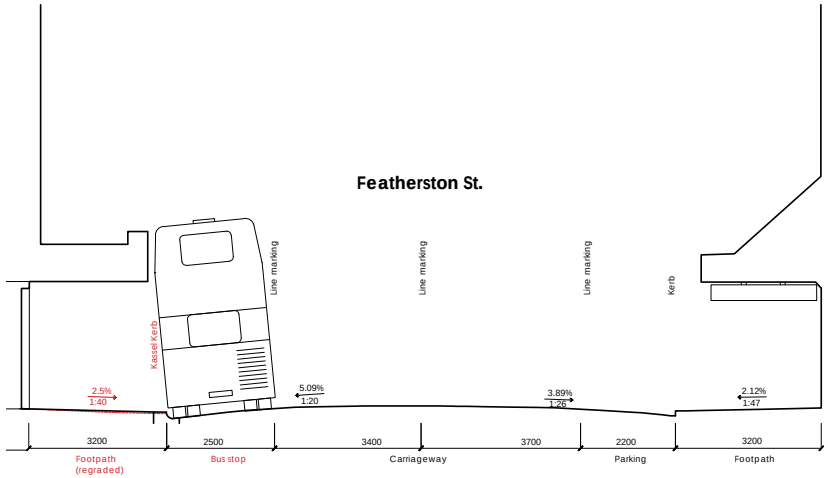
Design Review Notes: to be investigated during Developed Design.

- *Refine seat locations to provide more shelter for those waiting.*

- A slight increase in footpath width allows for RTI and wayfinding elements while only having a minor impact on pedestrian space.
- Relatively narrow footpath space could introduce a conflict between stop users and pedestrians through movement.

Technical Considerations

- The existing building canopy is located close to the kerb and may conflict with the bus sweep. To be investigated further.
- This area has a high pedestrian flow and is a popular commuter route. It is preferable to locate seats along the kerb line, creating a separate waiting zone.





5

TO1 Alternative Stop 3 Southbound (S_{2F})

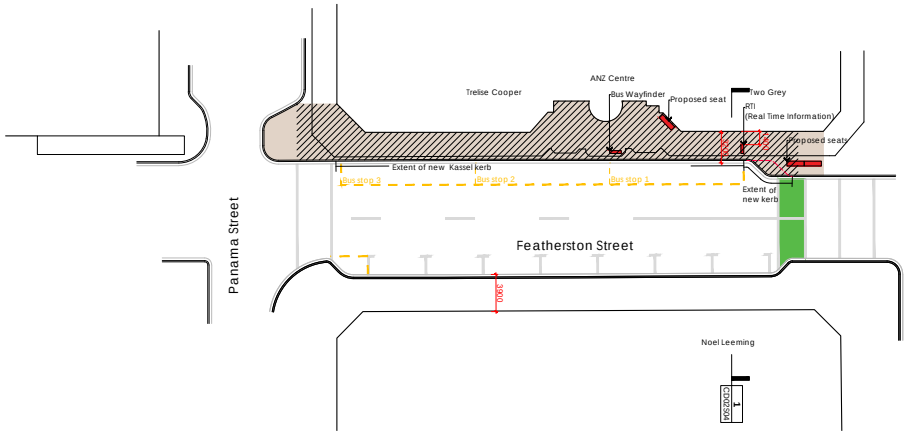
Overview

This is an alternative stop on Featherston Street, only required if the TO1 route is selected. This stop would be paired with the Northbound Stop on Post Office Squ

Key urban design considerations

- The proposed stop location provides building canopy cover and a high level of frontage activation, resulting in a good level of pedestrian amenity at the stop
- Continuous cover connections to the stop exist as a result of a good level of canopy cover along Featherston Street. Equally, the wider activation of street edges supports pedestrian amenity in walk journeys to the stop.
- Nearby signalled crossings (at Panama St and Grey St) provide good levels of accessibility to the stop.
- No standalone stop shelter is required, thereby limiting the intrusion of/requirement for a new shelter structure in the footpath.
- However, the proposed location of the RTI panel creates a pinch point that may adversely affect pedestrian movements along the footpath. Investigate whether the RTI panel could be repositioned.

Note: this stop Replaces Stop 3 Southbound if route TO1 is Selected

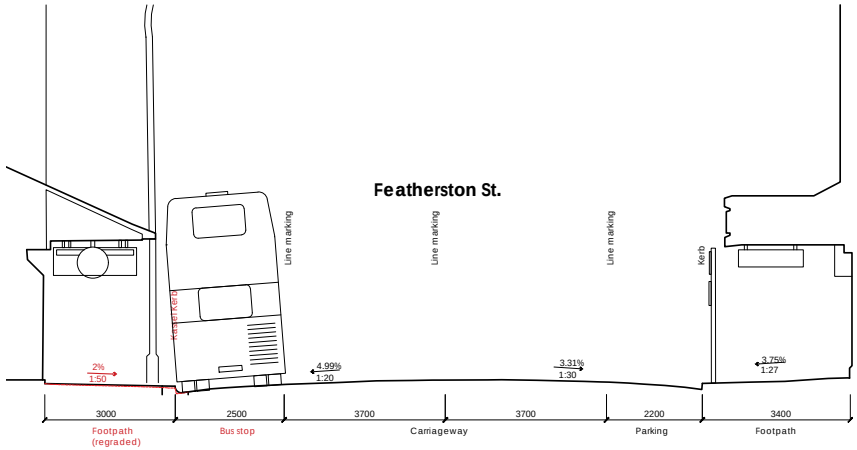


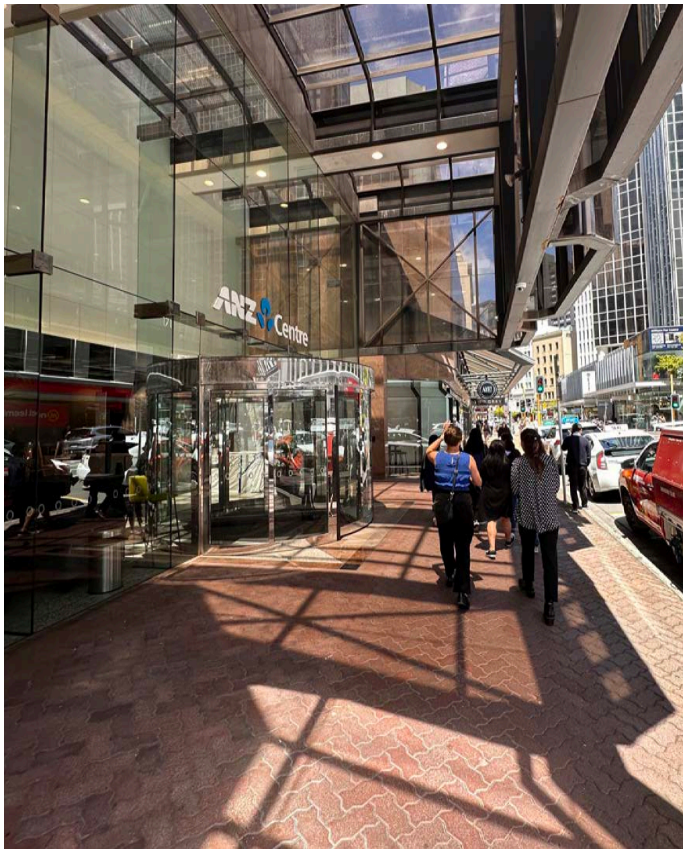
Featherston Street, outside of ANZ Centre

50

Technical Considerations

- The existing building canopy sits close to the kerb and may conflict with the bus sweep. To be investigated further.
- This area has a high pedestrian flow and is a popular commuter route. It is preferable to locate seats along the kerb line, creating a separate waiting zone.
- Seat locations are potentially private land and may conflict with basement construction below. These seats can alternatively be located north of the stop.





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6

6.0 Other Considerations

6.1 Consenting Strategy

A draft consenting strategy has been prepared for the emerging preferred option, TO2, and is attached as Appendix E.

In summary, the strategy identifies that a restricted discretionary consent will be required for the installation of bus stops under Rule INF-OL-R66.

- Additional resource consents may also be necessary for bus shelter lighting and signage as well as construction noise if compliance with relevant rule standards cannot be achieved. However, the need for these consents will not be confirmed until the detailed design phase is complete.

6.2 Network Utility Operators

Investigations into existing utilities will need to continue throughout the Developed and Detailed Design phases. To support the development of this DPS (see Appendix C), the following potentially impacted utility providers have been identified:

- Powerco Ltd and Nova Gas.
- Wellington Electricity.
- Chorus Ltd.
- CityLink Ltd.
- Vocus Ltd.
- One NZ Ltd.
- Wellington Water Ltd.
- LINZ.

The initial step in identifying utility locations and potential conflicts involved reviewing WCC's Underground Asset Register. This online GIS portal visually represents known assets and their locations, along with data on operational status, criticality, asset ownership, and contact details.

One notable omission from the register is communication cables, which, despite being included in the map legend, are known to be present throughout the city.

6.3 Utility Clash Detection

The next steps for utility identification and clash detection involve extracting utility data from the WCC database and overlaying it onto the design plans. This data should be available in GIS or CAD formats, either directly from the database or from historical Let's Get Wellington Moving files. WCC is responsible for providing this data.

This process will help identify potential conflicts between the proposed works and existing utilities. Once clashes are identified, it is recommended that invasive investigations, such as hydro excavation, be carried out to accurately locate utilities. The design can then be adjusted to eliminate conflicts, or the scope of necessary utility diversions can be determined.

6.4 On-street Parking Impacts

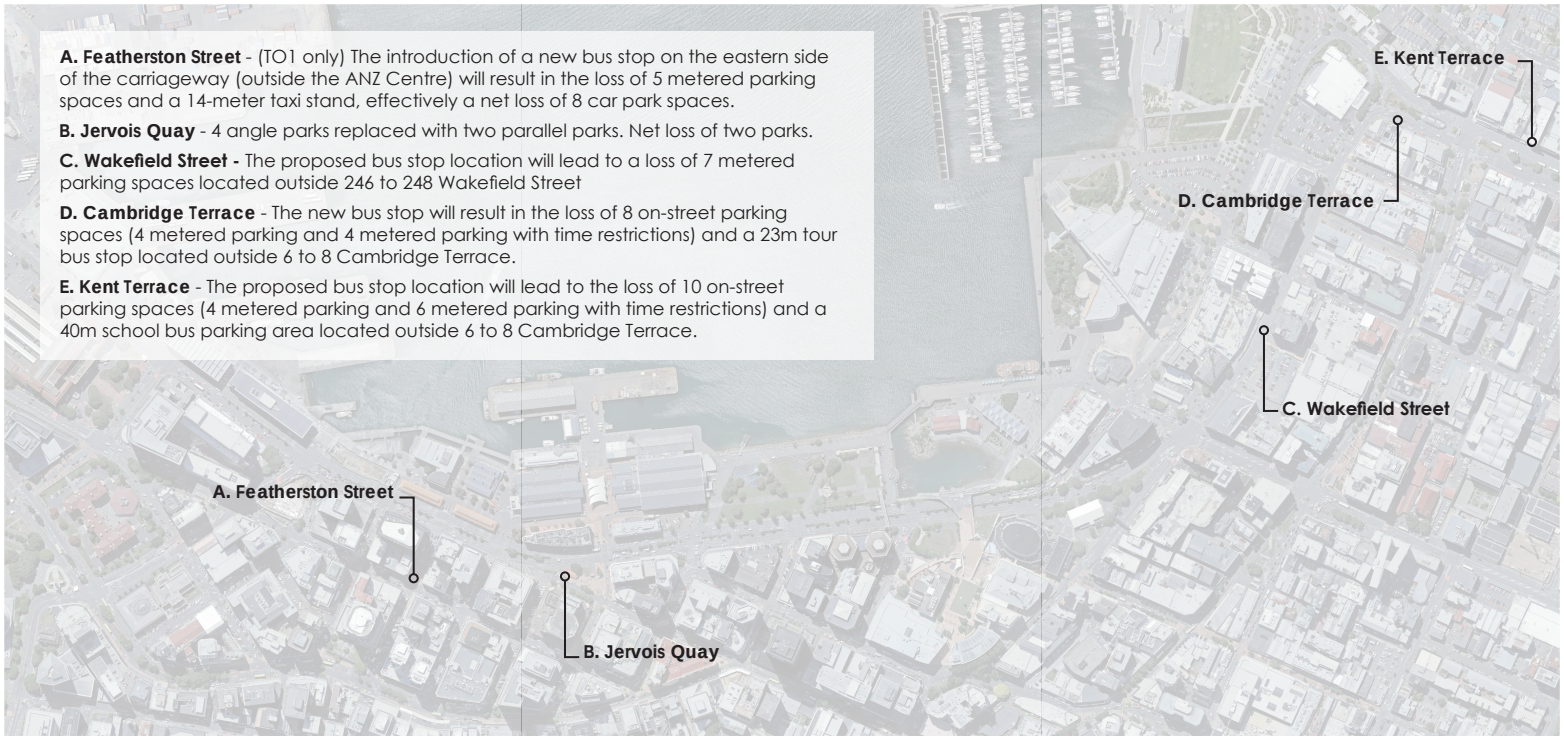
Stage 1 of the Parking Management Plan has been completed and is attached as Appendix F. This stage provides an overview of existing parking conditions and evaluates the impacts of implementing either TO1 or TO2.

The adoption of TO1 or TO2 will require modifications to existing on-street parking arrangements. A summary of potential parking losses and gains is outlined opposite.

A comparative analysis of the two design options, T01 and T02, indicates the following total parking losses:

- Option TO1: A total loss of **35** spaces.
- Option TO2: A total loss of **27** spaces.

Stage 2: A mitigation plan for the preferred option will outline measures to balance transport efficiency with parking needs. This stage will be developed as part of the Developed Design phase and will inform the preparation of the required traffic resolutions for the preferred option.


A. Featherston Street - (TO1 only) The introduction of a new bus stop on the eastern side of the carriageway (outside the ANZ Centre) will result in the loss of 5 metered parking spaces and a 14-meter taxi stand, effectively a net loss of 8 car park spaces.
B. Jervois Quay - 4 angle parks replaced with two parallel parks. Net loss of two parks.
C. Wakefield Street - The proposed bus stop location will lead to a loss of 7 metered parking spaces located outside 246 to 248 Wakefield Street
D. Cambridge Terrace - The new bus stop will result in the loss of 8 on-street parking spaces (4 metered parking and 4 metered parking with time restrictions) and a 23m tour bus stop located outside 6 to 8 Cambridge Terrace.
E. Kent Terrace - The proposed bus stop location will lead to the loss of 10 on-street parking spaces (4 metered parking and 6 metered parking with time restrictions) and a 40m school bus parking area located outside 6 to 8 Cambridge Terrace.
E. Kent Terrace
D. Cambridge Terrace
C. Wakefield Street
A. Featherston Street
B. Jervois Quay

7

7.0 Next Steps

8.1.1 Timeline and Design Milestones

Following the endorsement of the Concept Design Report and confirmation from WCC and GWRC of the required design changes, the project will progress to the Developed Design Phase. This phase is scheduled to be completed by mid-April 2025 and will include:

- Developed designs for the preferred design option.
- Updated DPS, incorporating revised network utility information.
- Comprehensive Parking Management Plan.
- Updated Consenting Strategy.
- Draft Traffic Resolutions.

After submission of the Developed Design Report, the project will proceed through the following key milestones:

- Consultation: Late 2025.
- Detailed Design: early 2026.
- Construction Start: early 2026.
- Construction Completion: end of 2026.

8.0 Appendices

Appendix A: Concept Plans

Appendix B: Safety in Design

Appendix C: Design Philosophy Statement

Appendix D: Bus Stop Strategy

Appendix E: Consenting Strategy

Appendix F: Parking Management Plan (Stage 1)

Appendix D: Briefing Paper to MCA Assessors (Jan 2025)

Harbour Quays: MCA Update Process



January 2025

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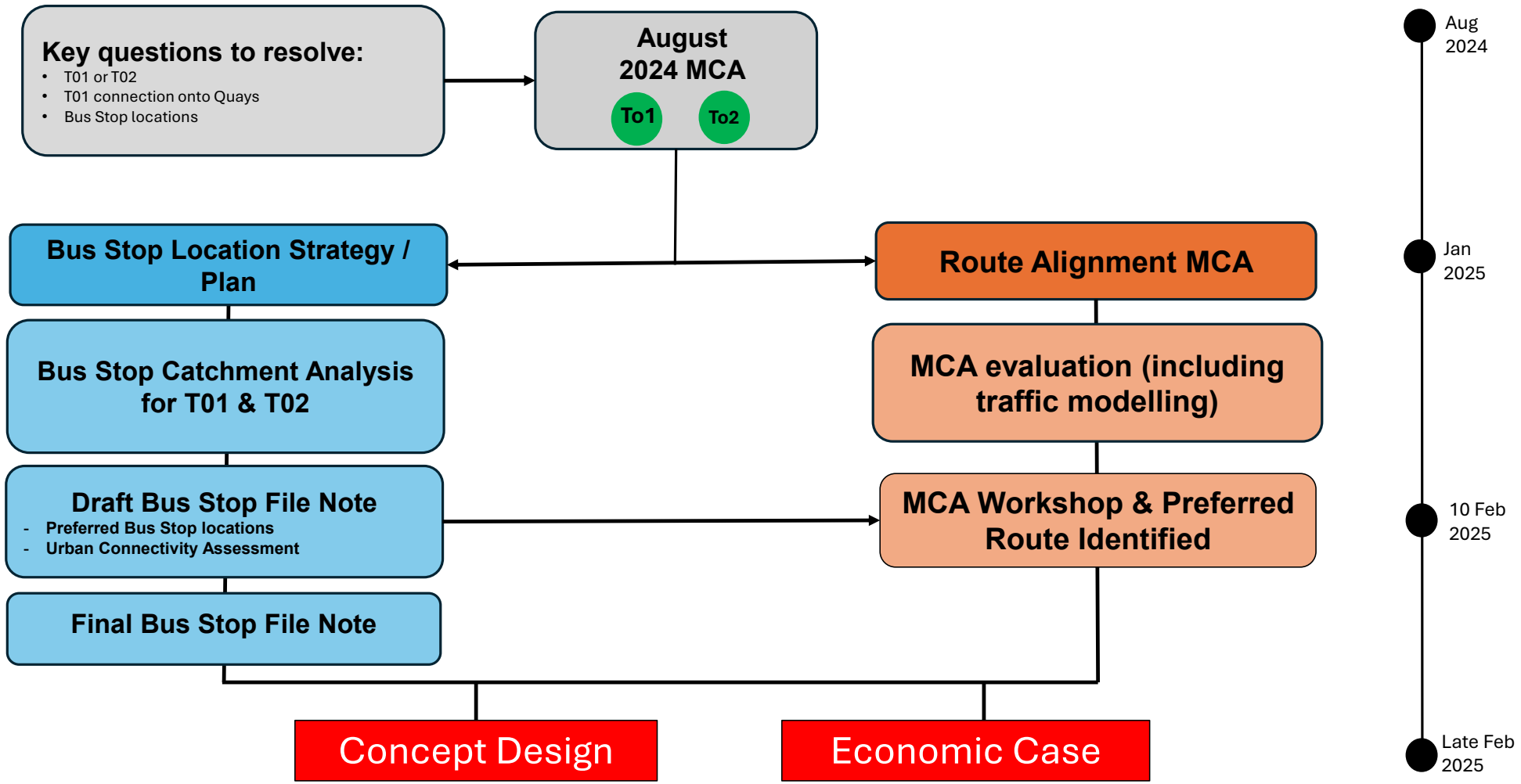
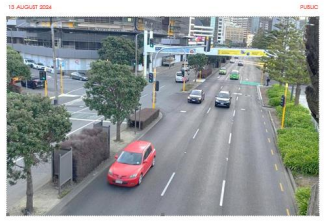

Key questions to resolve:
• T01 or T02
• T01 connection onto Quays
• Bus Stop locations
August 2024 MCA
To1
To2
Bus Stop Location Strategy / Plan
Bus Stop Catchment Analysis for T01 & T02
Draft Bus Stop File Note
- Preferred Bus Stop locations
- Urban Connectivity Assessment
Final Bus Stop File Note
Route Alignment MCA
MCA evaluation (including traffic modelling)
MCA Workshop & Preferred Route Identified
Concept Design
Economic Case
Aug 2024
Jan 2025
10 Feb 2025
Late Feb 2025

August 2024 MCA Report Options

HARBOUR QUAYS OPTIONS ASSESSMENT



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2.1.1 T01 – SPLIT BUS ROUTE

The T01 – Split Bus Route option has northbound buses travelling along the Harbour Quays, with southbound buses travelling via the Featherston route. Bike facilities are provided for along the Harbour Quays. Figure 2-2 shows the indicative alignment and cross-section of this option.



Figure 2-2: T01 – Split Bus Route interim option indicative layout

2.1.2 T02 – KERBSIDE BUS

The T02 – Kerbside Bus option provides for buses travelling in both directions along the Harbour Quays. Bike facilities are provided via the Featherston route. Figure 2-3 shows the indicative alignment and cross-section of this option.



Figure 2-3: T02 -Kerbside Bus option

August 2024 MCA Report Options

4.1 PREFERRED INTERIM OPTION

The preferred interim option is T01 – Split bus route. This option avoids the need for bus passengers to cross the Quays to access Golden Mile or nearby destinations. It allows both the Featherston and Quays routes to be tested for traffic and bus travel time impacts. It also avoids the added costs of providing a contra-flow bike facility along the Featherston route.

This option can proceed to the design stage. It is anticipated that this interim option will be implemented in two stages. The first stage will be to implement the bus improvements, given the urgency of having an alternative during Golden Mile construction. Improvements for people on bikes will be implemented during the second stage.

Key areas of focus for the initial stage of design should include:

- Analysis of preferred southbound route between Hunter Street and Jervois Quay (route variants identified in Figure 2-2)
- Confirm connectivity and provision of dedicated bus facilities on and north / west of Whitmore Street
- Confirm connectivity and provision of dedicated bus facilities south / east of Taranaki Street
- Consider low-cost future proofing for future bike improvements
- Consider opportunities for modal filters to remove turning traffic conflicts with buses.

3.2 INTERIM OPTIONS ASSESSMENT

Table 3-2 shows the agreed scoring for the two interim options. Option T01 scores better for bus and implementability criteria, while Option T02 scores better for bikes, pedestrians, and effects criteria. There is no score differentiation for place and strategic alignment criteria. Both options score negatively for pedestrian, effects, and implementability criteria.

A more detailed scoring matrix with scoring rationale is provided in Appendix A.

Table 3-2: Scoring matrix for interim options

SCORING CRITERIA CATEGORIES	OPTION T01	OPTION T02
Bus	0.2	-0.1
Bike	0.7	1.0
Pedestrian	-0.2	-0.1
Place	0.5	0.5
Strategic alignment	0.6	0.6
Effects	-1.2	-1.0
Implementability	-1.3	-1.9

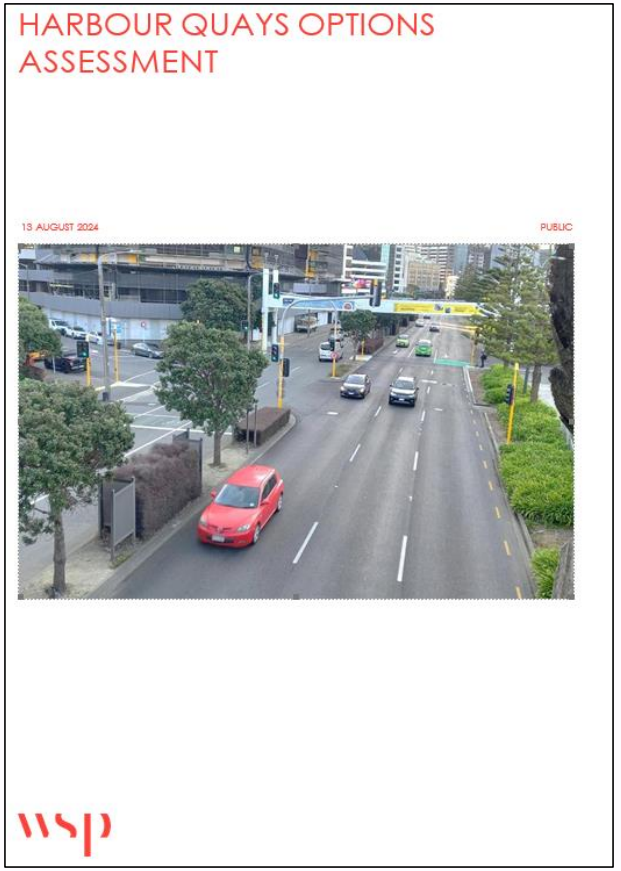
LTP Project Scope Changes following August 2024 MCA

- Interim option will now be permanent
- Construction cost: 6M - $8M
- Needs to be in place before Golden Mile's construction starts on Lambton Quay (2027)
- Project to address longer term bus capacity on Golden Mile (likely to be in place for the next 10-15 years)

Approach to the Route MCA

- Elements of the August 2024 MCA require further investigation before a final decision could be made between TO1 and TO2.

- The approach to the final MCA builds on the August 2024 MCA process; however, only the assessment criteria that are significant and help differentiate between the options will be evaluated.



MCA Process Assumptions

- MCA evaluations will be conducted by LocalGroup and WCC
- Weighting scenarios yet to be defined
- Evaluations will use a 7-point scoring scale
- A "0" score reflects the current situation in 2025.

- A "do minimum" score is needed, considering future demands (note modelling provided will be for 2033).
- Scores for T01 and T02 are also needed, considering future demands

Magnitude	Score	Definition
Large Positive	+3	Major positive impacts resulting in substantial and long-term improvements or enhancements of the existing environment.
Moderate Positive	+2	Moderate positive impact, possibly of short-, medium- or long-term duration. Positive impacts may be in terms of new opportunities and outcomes of enhancement or improvement.
Slight positive	+1	Minimal positive impact, possibly only lasting over the short term. May be confined to a limited area.
Neutral	0	Neutral – no discernible or predicted positive or negative impact. Counterfactual could be the do-minimum or do-nothing,
Slight negative	-1	Minimal negative impact, possibly only lasting over the short term, and definitely able to be managed or mitigated. May be confined to a small area.
Moderate Negative	-2	Moderate negative impact. Impacts may be short-, medium- or long term and are highly likely to respond to management actions.
Large Negative	-3	Impacts with serious, long-term and possibly irreversible effect leading to serious damage, degradation or deterioration of the physical, economic, cultural or social environment. Required major rescope of concept, design, location and justification, or requires major commitment to extensive management strategies to mitigate the effect.

Assessment Criteria

August 2024 MCA Assessment Category	Sub Criteria Assessment	Matters to be considered		Assessment Method	Key Assessment Inputs	Lead MCA Assessor	Council SME Review
Bus	• Bus Travel Times and Reliability (Note this is a proxy for investment objective 1)	• Travel time and reliability on the new route • Travel time and reliability on Golden Mile • Wider bus network impacts		• Traffic modelling results • Professional Judgement	• Aimsun Model • VivaCity Results from SuperWeek (6 Jan GM closure)	• Rowan Schwyn	• Alex Campbell
	• Route Legibility	• Likely passenger experience of network with two spines		Professional Judgment		• Rowan Schwyn	• Alex Cambell • David Boyd
	• Network Capacity (Note this is a proxy for investment objective 2)	• Ability to cater for higher-capacity public transit in the future • Ability to provide for disruption from planned and unplanned events on the Golden Mile • Overall bus network capacity • Passing ability at bus stops • Bus performance during Golden Mile construction		Professional Judgement	• VivaCity Results from SuperWeek (6 Jan GM closure) • Golden Mile Capacity Report 2024	• Rowan Schwyn	• Alex Campbell
Pedestrians	• Safe and Convenient Pedestrian Access and Movement (Note proxy for investment objective 3)	• Safe and convenient access between the route and city destinations • Safe and convenient access between the route and waterfront destinations • Pedestrian level of service along and across Featherston Street • Pedestrian level of service along and across the Quays (including Wakefield and Cable)		Professional Judgement	• Urban and Landscape Assessment • Aimsun Model	• Andrew Burns	• David Boyd • Emily Alleway • Daniel Cairncross
	• Pedestrian LoS at Bus Stops	• Pedestrian level of service at new bus stop locations (Comments to be made on ped LoS		Professional Judgement	• Bus Stop Strategy	• Andrew Burns	• David Boyd • Emily Alleway

Assessment Criteria

August 2024 MCA Assessment Category	Sub Criteria Assessment	Matters to be considered	Assessment Method	Key Assessment Inputs	Lead MCA Assessor	Council SME Review
Bike	• Does not preclude future cycle routes or connections to existing routes	• Cross City Connections Project • Impacts on cycle LoS	Professional Judgement	• Cross City Connections Project (WSP)	Nicola Mitchell	Daniel Cairncross
Effects	• Impact on general traffic	• Impact on general traffic travel times • Impact on traffic network which could affect adjacent multi-modal routes	Traffic modelling	• Aimsun model	Bob Hu	Andy Ford
	• On-street parking impact	• Net loss per option • Location of location, taxi, accessible and diplomatic parks	On street parking loss	• PMP Parking Stocktake (Stage 1)	Bob Hu	Paul Barker
	• Business impact	• Short-term retail impact during construction • Long-term retail impact – including benefits due to increased activity	Professional Judgement		Prak Sritharan	Hamish Lobb
	• Construction and Constructability	• Ease of construction • Transport network impacts during construction • Pedestrian/bus user impacts during construction of bus stops	Professional Judgement		Amanda Wolfaardt	Hamish Lobb

Process and Deliverables

Task	Date
Assessors receive MCA process and option information	Tuesday 28 January
Assessors meet with Council SME Reviewer to discuss draft scores and rationale	W/C Monday 3 February
Draft PowerPoint Scoring Record	EOB Friday 7 February
MCA Workshop	Monday 10 February
Final Scoring Record	EOB Wednesday 12 February
MCA Summary Report, reviewed by Council SME Reviewer	EOB Wednesday 12 February

Options

Consistent Elements

- Assume routes are not "bus lanes"
- No toll or congestion charge
- Assume Golden Mile is in place, but also consider impacts before and during construction and note these in your reporting.
- No other local or regional projects in place.
- Bus Stop Locations here and here.

Elements to be considered later

- If is T01 preferred, we will subsequently decide on Hunter, Willeston or Harris Streets
- Detailed positioning of Bus Stops (within the block)
- Bus priority, including bus lane resolution

Do Minimum

Key Assumptions

- The Golden Mile project will be concluded, including the closure of Brandon Street.
- All bus route currently terminating at Brandon Street will be rerouted onto the Golden Mile, including routes 13, 26, 33, 34 and 37.
- Bus volumes in AM and PM peak in excess of 120 vph (TBC).
- Operational performance of buses will be impaired with high incidence of platooning in peak – queue lengths likely to be in excess of 6 bus lengths.
- Bus stops along the Golden Mile will accommodate all patronage from rerouted services.

Assessment assumptions for T01 and T02

- All services currently terminating in Brandon Street will be rerouted in the new corridor, inclusive of routes 13, 26,33,34 and 37.
- For the purposes of assessment, the corridor is expected to accommodate the following bus volumes:
  - Northbound – 63 buses per peak hour
  - Southbound – 72 buses per peak hour
- The route will predominantly accommodate a mix of standard and double decker vehicles.
- Physical works and infrastructure will be avoided wherever possible.

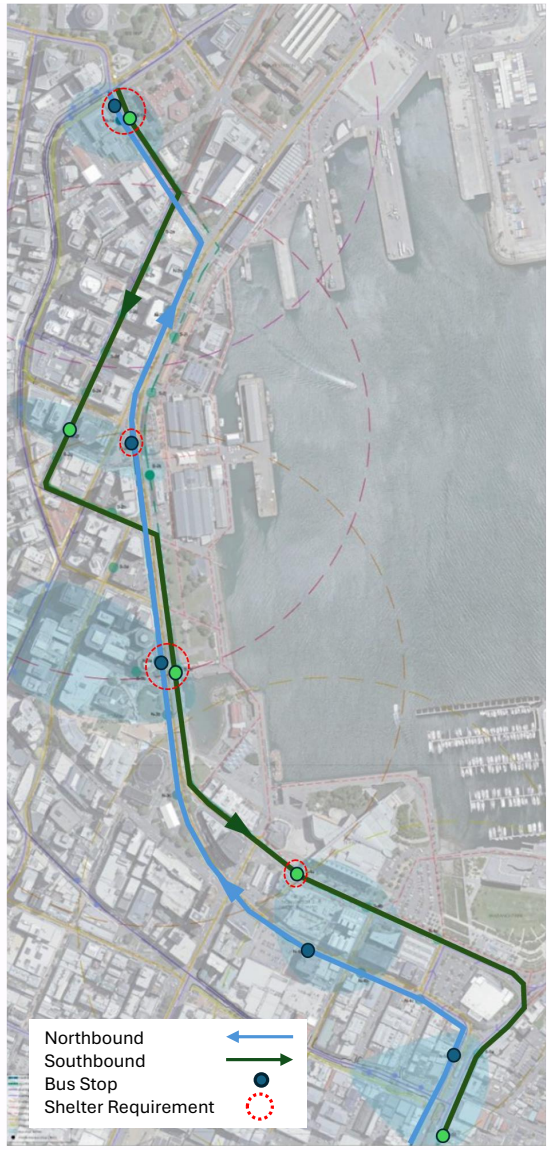
T01 – Featherston Street Corridor

Key Assumptions:

- T01 uses Featherston to move south before using Hunter to join the Quays
- The northbound route is the same for both corridors.
- No dedicated bus lane in either direction
- Some bus priority measures (B phase and/or signal phase adjustments) may be required
- Bus Stop locations provided in separate plans.
- Bus stops will be inline
- Some locations do not require shelters (as indicated)

Early Assessment

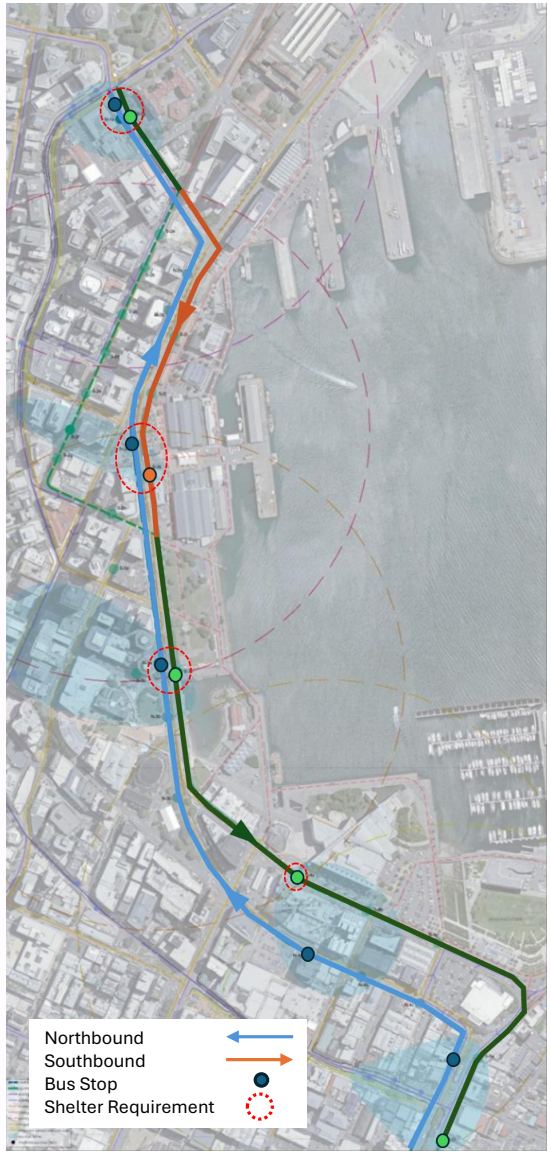
- Performance of Whitmore Street between Featherston and Stout Streets is being assessed in detail
- Performance of Hunter Street is being assessed in detail
- There are additional route sub-options under consideration for T01 which will be investigated if T01 is the preferred route option.



T02 – The Quays Corridor

Key Assumptions:

- T02 uses Whitmore and Jervois Quay to travel south
- The northbound route is the same for both corridors.
- No dedicated bus lane in either direction
- Some bus priority measures (B phase and/or signal phase adjustments) may be required
- Bus stops will be inline
- Some locations do not require shelters (as indicated)
- Bus Stop Locations provided in separate plans.
- Only one stop pair is different across the corridors



Both Options – Bus Stop Locations



Appendix E: MCA Workshop Slide Pack (Feb 2025)

HARBOUR QUAYS MCA Workshop

10 February 2025

metlink

Greater Wellington
Te Pane Matua Taiao

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Route MCA Workshop

Agenda

1. Confirmation of process and options (10 minutes)
2. Traffic modelling overview (30 minutes)
3. MCA assessor presentations and discussions (2 hours)
4. Scenario weighting discussion (15 minutes)
5. Wrap up (5 minutes)

MCA Process

- Evaluations will use a 7-point scoring scale
- A "0" score reflects the current situation in 2025.

- A "do minimum" score is needed, considering future demands
- Scores for T01 and T02 are also needed, considering future demands

- Evaluators scores will be presented to the workshop where attendees can have robust discussions about the scores and the evaluator can take these on board to change their scores if necessary

Magnitude	Score	Definition
Large Positive	+3	Major positive impacts resulting in substantial and long-term improvements or enhancements of the existing environment.
Moderate Positive	+2	Moderate positive impact, possibly of short-, medium- or long-term duration. Positive impacts may be in terms of new opportunities and outcomes of enhancement or improvement.
Slight positive	+1	Minimal positive impact, possibly only lasting over the short term. May be confined to a limited area.
Neutral	0	Neutral – no discernible or predicted positive or negative impact. Counterfactual could be the do-minimum or do-nothing,
Slight negative	-1	Minimal negative impact, possibly only lasting over the short term, and definitely able to be managed or mitigated. May be confined to a small area.
Moderate Negative	-2	Moderate negative impact. Impacts may be short-, medium- or long term and are highly likely to respond to management actions.
Large Negative	-3	Impacts with serious, long-term and possibly irreversible effect leading to serious damage, degradation or deterioration of the physical, economic, cultural or social environment. Required major rescope of concept, design, location and justification, or requires major commitment to extensive management strategies to mitigate the effect.

Assessment Criteria

Category	Sub Criteria Assessment	Matters to be considered	Lead MCA Assessor	Council SME Review
Bus	• Bus Travel Times and Reliability (Note this is a proxy for investment objective 1)	• Travel time and reliability on the new route • Travel time and reliability on Golden Mile • Wider bus network impacts	• Rowan Schwynn	• Alex Campbell
	• Route Legibility	• Likely passenger experience of network with two spines	• Rowan Schwynn	• Alex Cambell • David Boyd
	• Network Capacity (Note this is a proxy for investment objective 2)	• Ability to cater for higher-capacity public transit in the future • Ability to provide for disruption from planned and unplanned events on the Golden Mile • Overall bus network capacity • Passing ability at bus stops • Bus performance during Golden Mile construction	• Rowan Schwynn	• Alex Campbell
Pedestrians	• Safe and Convenient Pedestrian Access and Movement (Note proxy for investment objective 3)	• Safe and convenient access between the route and city destinations • Safe and convenient access between the route and waterfront destinations • Pedestrian level of service along and across Featherston Street • Pedestrian level of service along and across the Quays (including Wakefield and Cable)	• Andrew Burns	• David Boyd • Emily Alleway • Daniel Cairncross
	• Pedestrian LoS at Bus Stops	• Pedestrian level of service at new bus stop locations (Comments to be made on ped LoS performance during Golden Mile construction)	• Andrew Burns	• David Boyd • Emily Alleway

Assessment Criteria

Category	Sub Criteria Assessment	Matters to be considered	Lead MCA Assessor	Council SME Review
Bike	• Does not preclude future cycle routes or connections to existing routes	• Cross City Connections Project • Impacts on cycle LoS	Claire Pascoe	Daniel Cairncross
Effects	• Impact on general traffic	• Impact on general traffic travel times • Impact on traffic network which could affect adjacent multi-modal routes	Bob Hu	Andy Ford
	• On-street parking impact	• Net loss per option • Location of location, taxi, accessible and diplomatic parks	Bob Hu	Paul Barker
	• Business impact	• Short-term retail impact during construction • Long-term retail impact – including benefits due to increased activity	Prak Sritharan	Hamish Lobb
	• Construction and Constructability	• Ease of construction • Transport network impacts during construction • Pedestrian/bus user impacts during construction of bus stops	Amanda Wolfaardt	Hamish Lobb

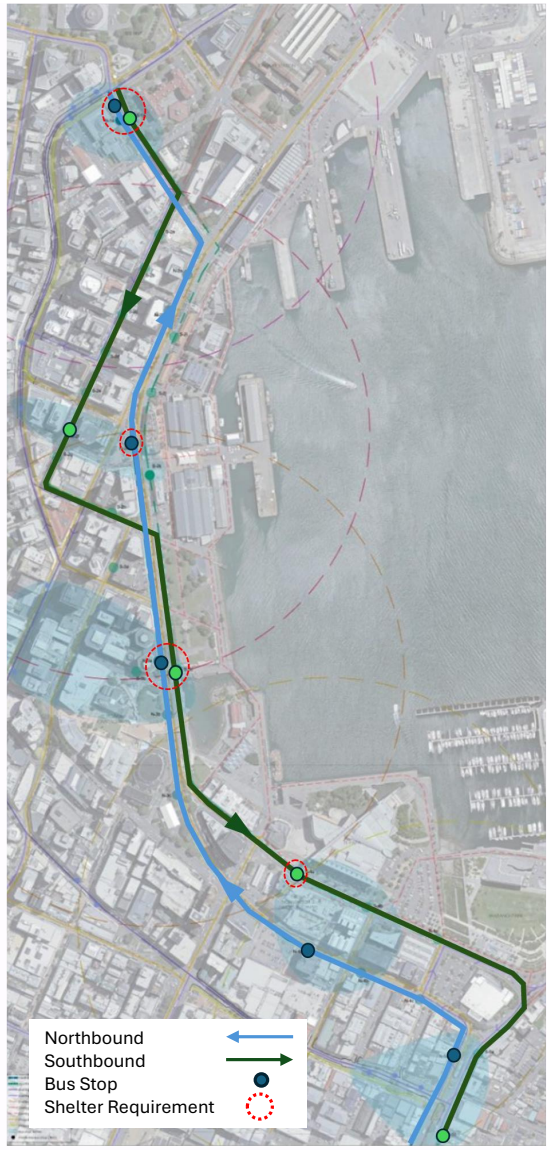
T01 – Featherston Street Corridor

Key Assumptions:

- T01 uses Featherston to move south before using Hunter to join the Quays
- The northbound route is the same for both corridors.
- No dedicated bus lane in either direction
- Some bus priority measures (B phase and/or signal phase adjustments) may be required
- Bus Stop locations provided in separate plans.
- Bus stops will be inline
- Some locations do not require shelters (as indicated)

Early Assessment

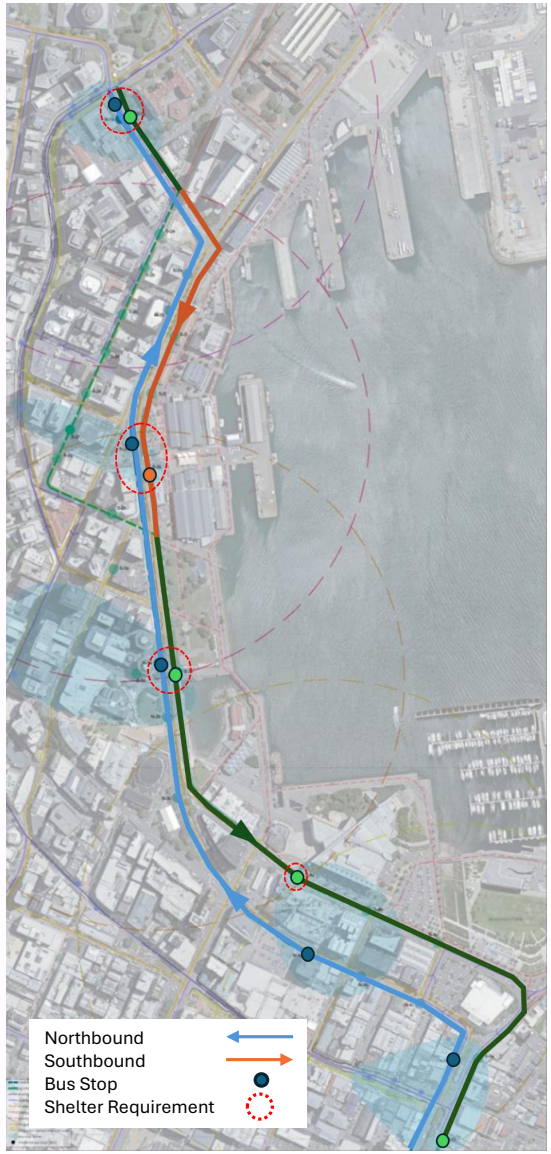
- Performance of Whitmore Street between Featherston and Stout Streets is being assessed in detail
- Performance of Hunter Street is being assessed in detail
- There are additional route sub-options under consideration for T01 which will be investigated if T01 is the preferred route option.



T02 – The Quays Corridor

Key Assumptions:

- T02 uses Whitmore and Jervois Quay to travel south
- The northbound route is the same for both corridors.
- No dedicated bus lane in either direction
- Some bus priority measures (B phase and/or signal phase adjustments) may be required
- Bus stops will be inline
- Some locations do not require shelters (as indicated)
- Bus Stop Locations provided in separate plans.
- Only one stop pair is different across the corridors



Both Options – Bus Stop Locations




TTAP
Overall
Result

Overall

General Model Assumption

- BASE YEAR 2022
- FORECAST YEAR 2033
- AIMSUN VERSION: 20.0.4
- AM PEAK (7AM-9AM) & PM PEAK (4PM-6PM)
- FULL N2A MODEL

- OPTION TO1(X) - SPLIT BUS ROUTE AND VARIATIONS
- OPTION TO2 - KERBSIDE BUS ROUTE

- NO BUS DEDICATED LANE
- BOARDING TIME AS PER GOLDEN MILE

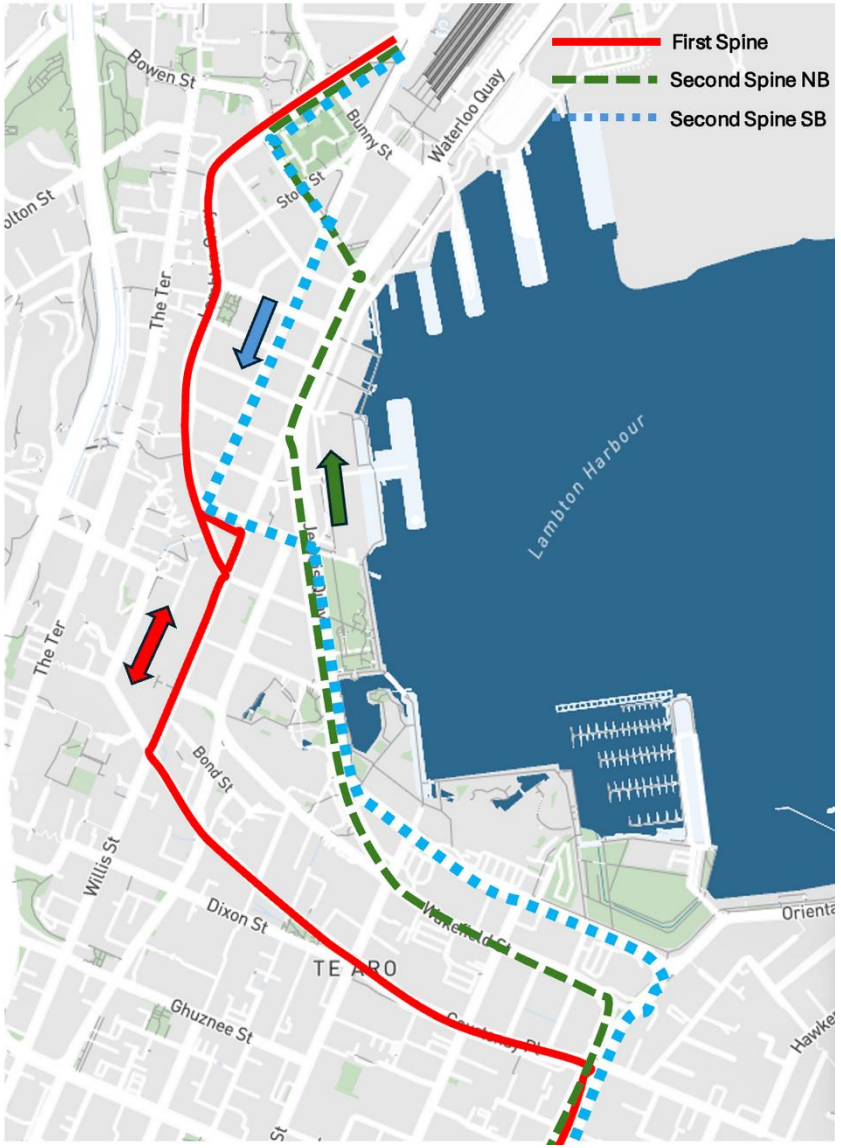


Overall

Bus Assumption

		AM				PM			
		2022 Option Hourly Count	Total	2033 Option Hourly Count	Total	2022 Option Hourly Count	Total	2033 Option Hourly Count	Total
NB	First Spine	42	92	61	147	44	98	77	161
	Second Spine	50		86		54		84	
SB	First Spine	42	108	60	136	44	87	71	158
	Second Spine	66		76		43		87	

Year	Base / Do Min	Options
2022	**Current Bus Demand (As per MetLink Timetable)**	**Current Bus Demand (As per MetLink Timetable)** ***With a proportion via 2nd Spine***
2033	**Option Increased Bus Demand**	**Option Increased Bus Demand** ***With a proportion via 2nd Spine***



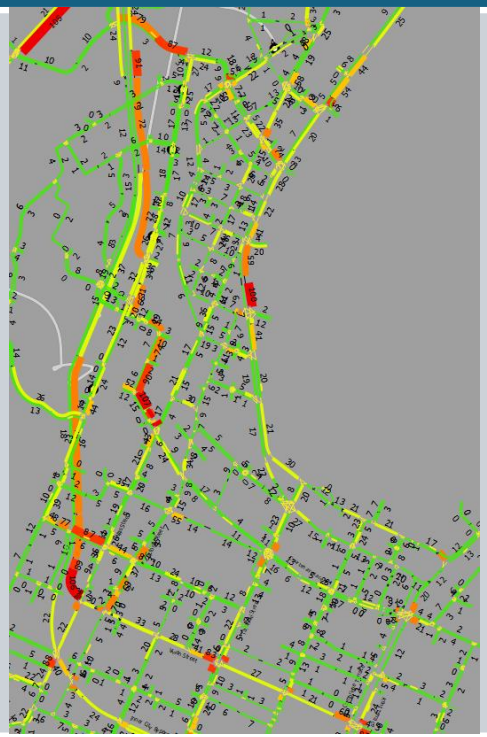
Overall

Model Stats

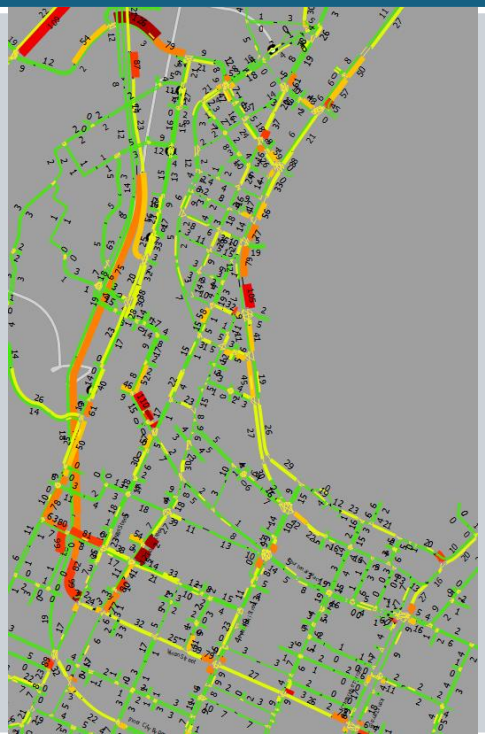
AM	Total TT (h)	Total VTK (km)	Delay (sec/km)
2022 Base	21,820	685,156	60
2022 TO1	22,434 (+2.8%)	688,825 (+0.5%)	65 (+5s)
2022 TO2	20,836 (-4.5%)	687,683 (+0.4%)	56 (-4s)

PM	Total TT (h)	Total VTK (km)	Delay (sec/km)
2022 Base	23,637	847,180	48
2022 TO1	23,785 (+0.6%)	842,762 (-0.5%)	51 (+3s)
2022 TO2	25,475 (+7.8%)	845,488 (-0.2%)	60 (+12s)

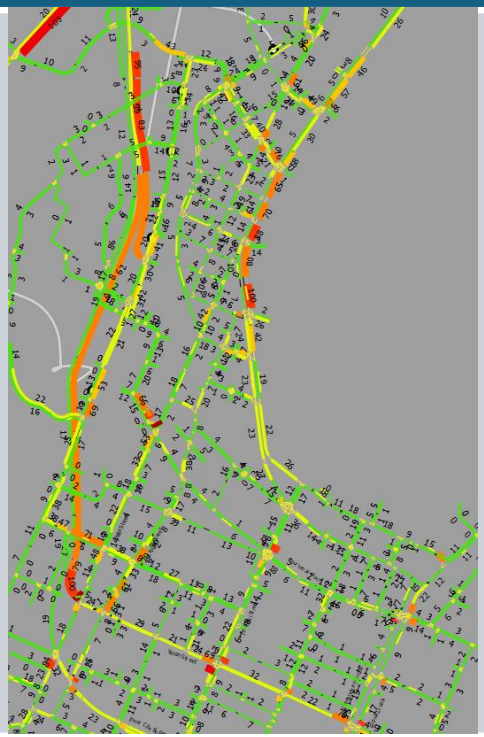
2022 Base 8:45 – 9:00



2022 TO1 8:45 – 9:00



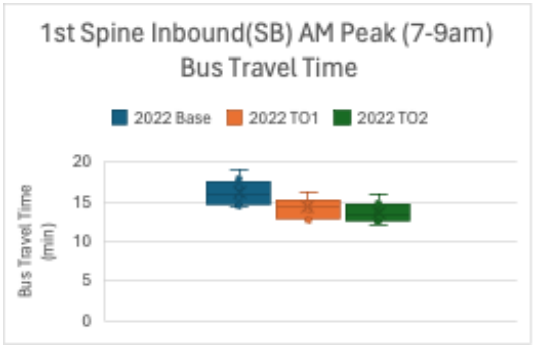
2022 TO2 8:45 – 9:00

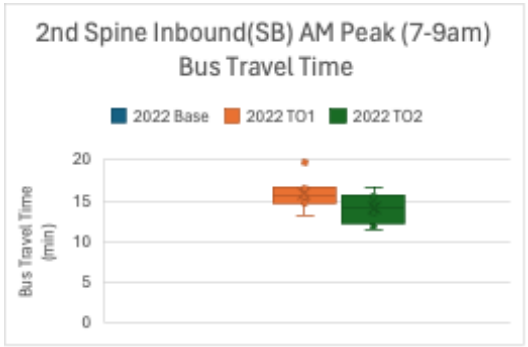


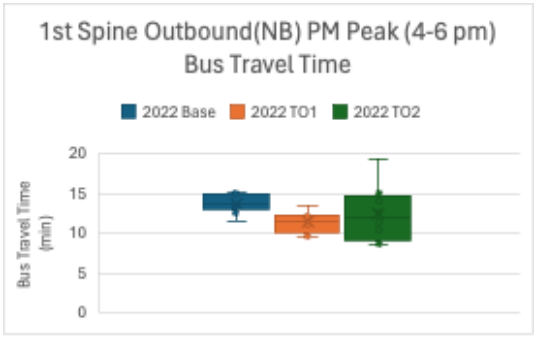

TTAP
Bus
Result

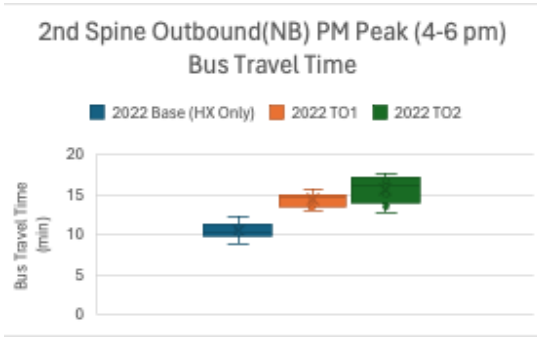
Bus

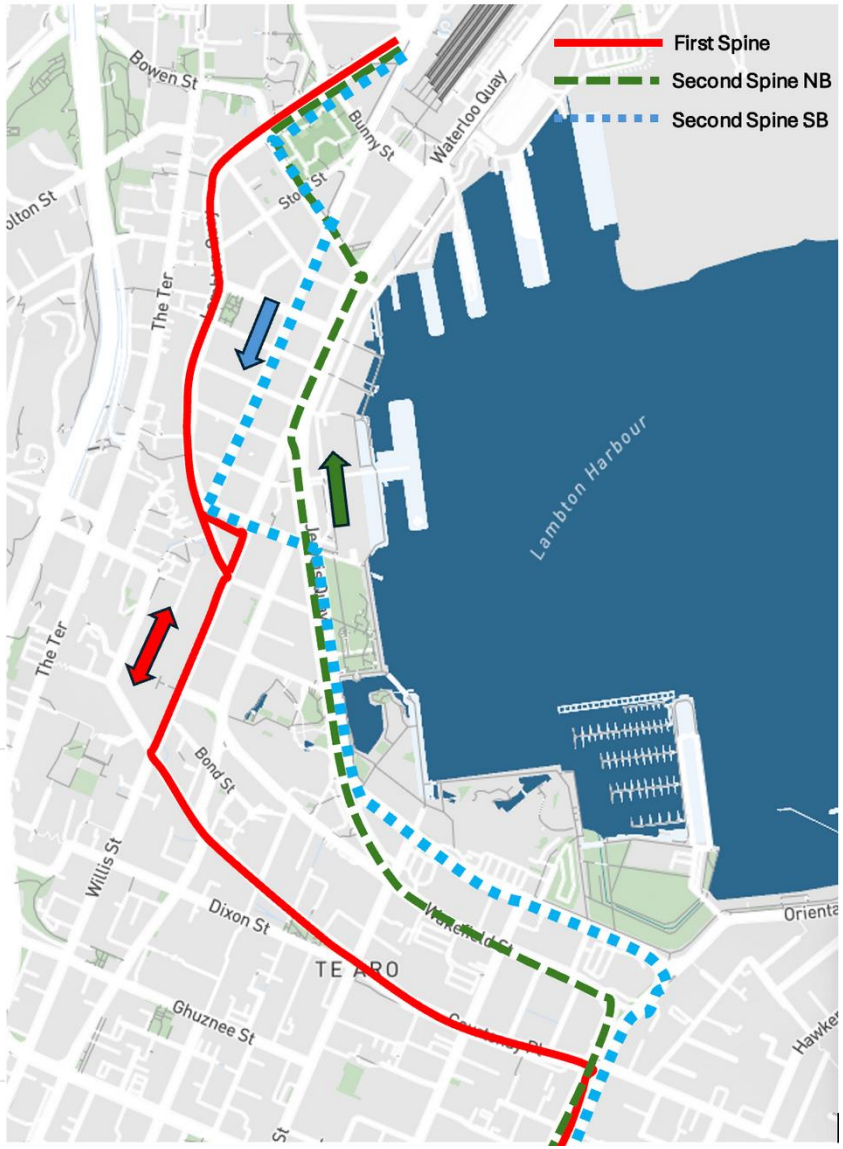
Bus Travel Times and Reliability







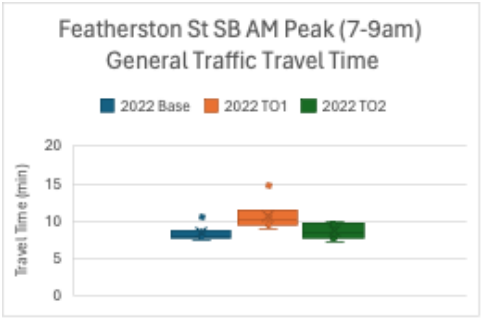


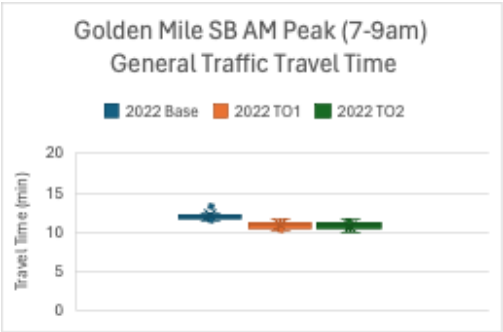


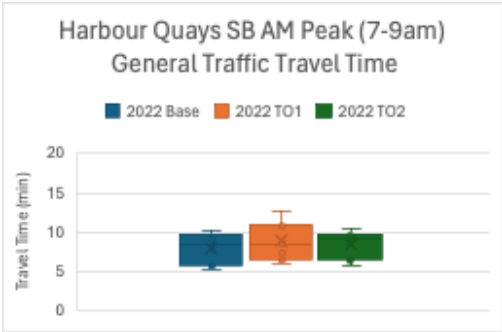

TTAP
General Traffic
Result

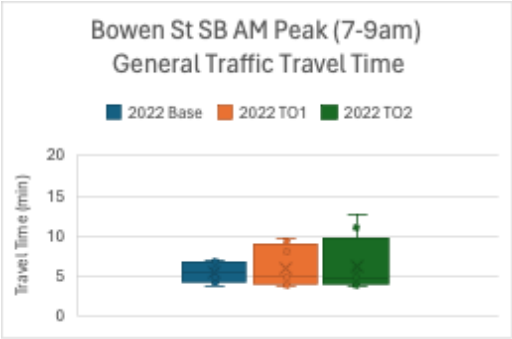
Effects

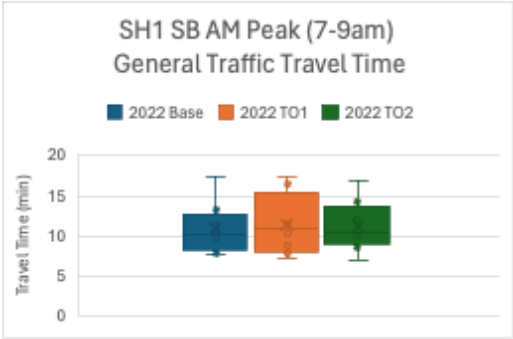
Impact on general traffic

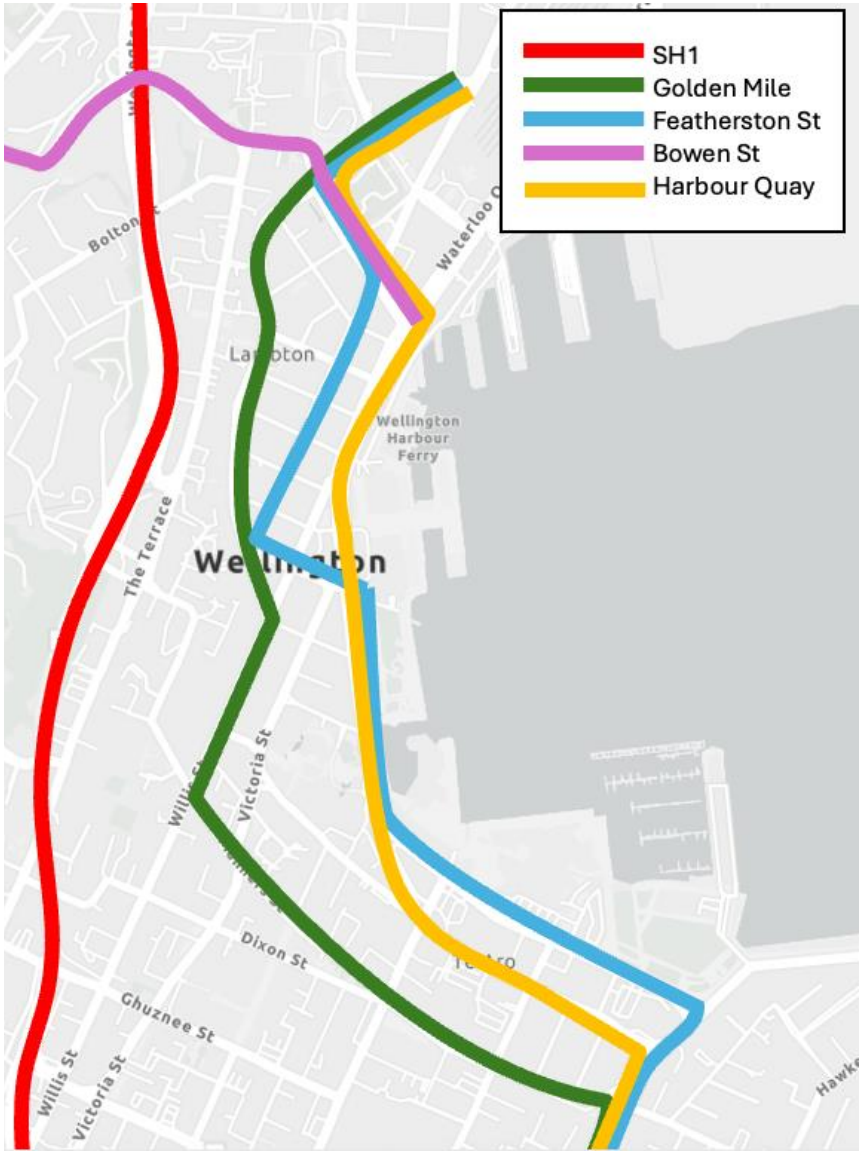








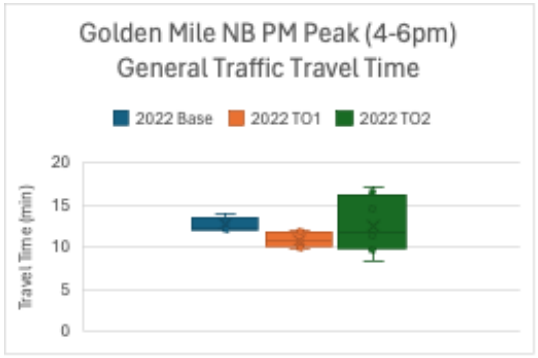


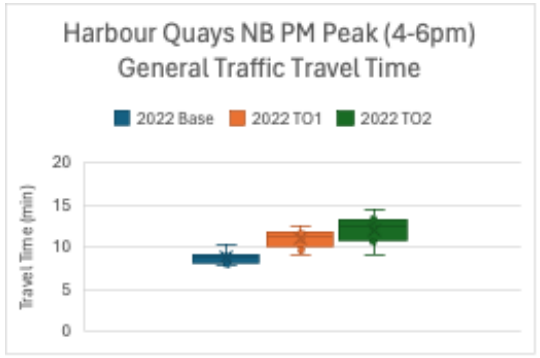


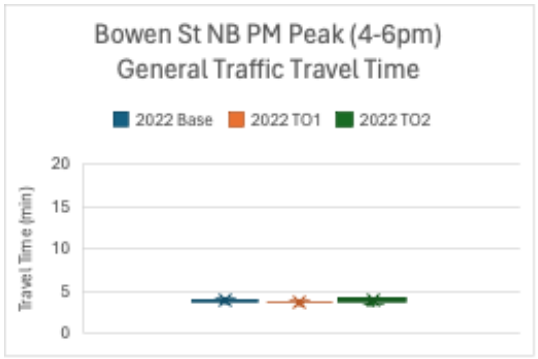
TTAP
Tohunga Transport Advisory Partners

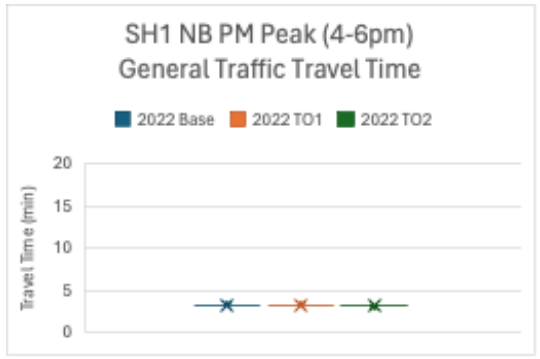
Effects

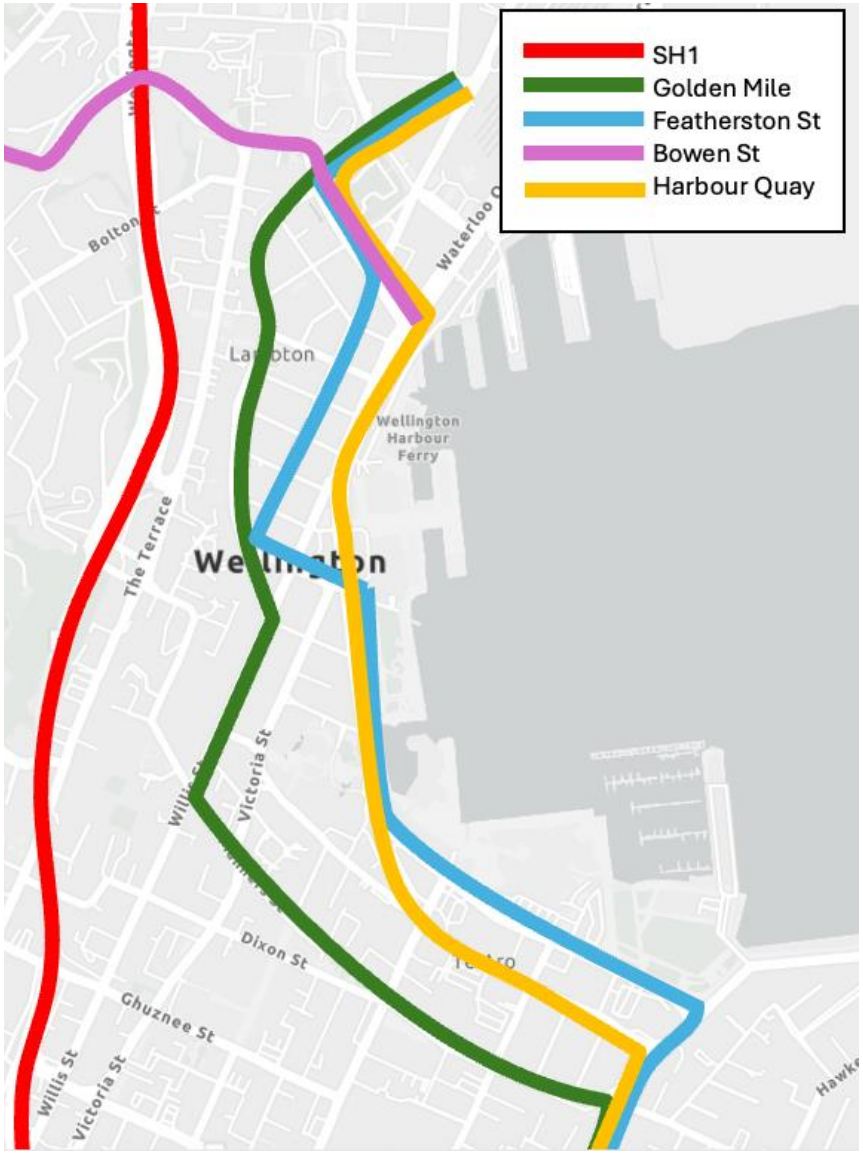
Impact on general traffic











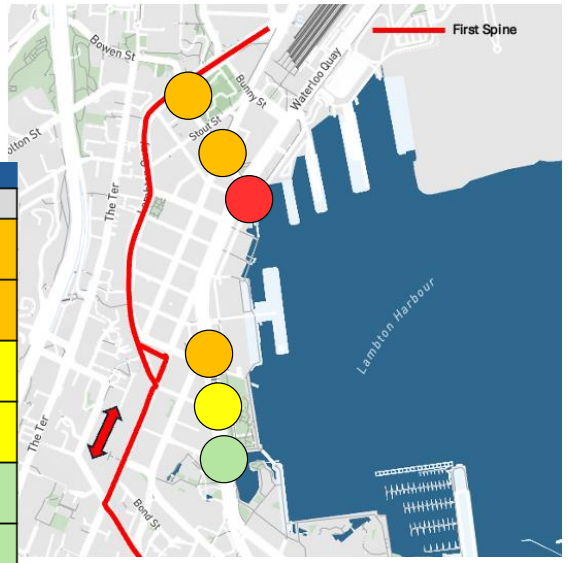
Effects

Impact on general traffic

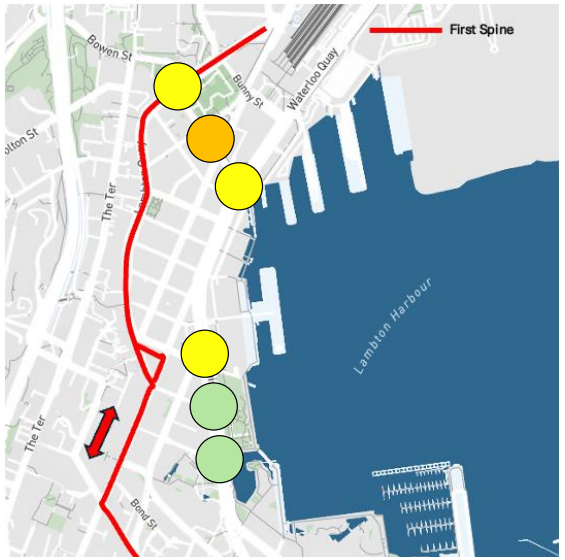
2022 BASE

	AM		PM	
site	average delay (sec)	LOS	average delay (sec)	LOS
Whitmore St / Lambton Quay	46	D	35	D
Whitmore St / Featherston St	42	D	38	D
Whitmore St / HQ	59	E	30	C
HQ / Hunter St	53	D	35	C
HQ / Willeston St	23	C	14	B
HQ / Harris St	16	B	18	B

AM



PM



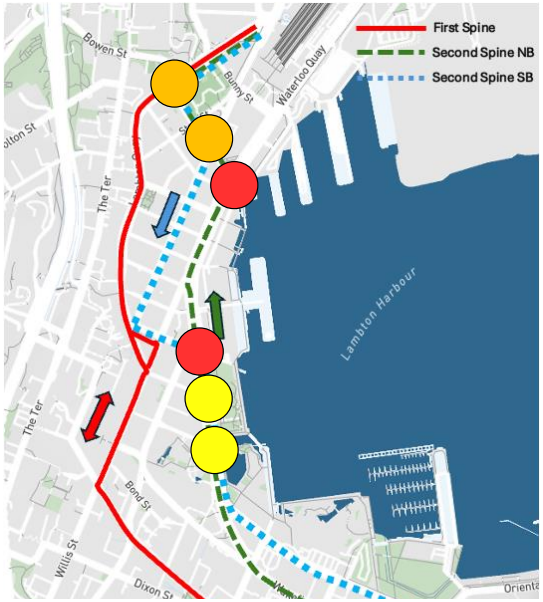
Effects

Impact on general traffic

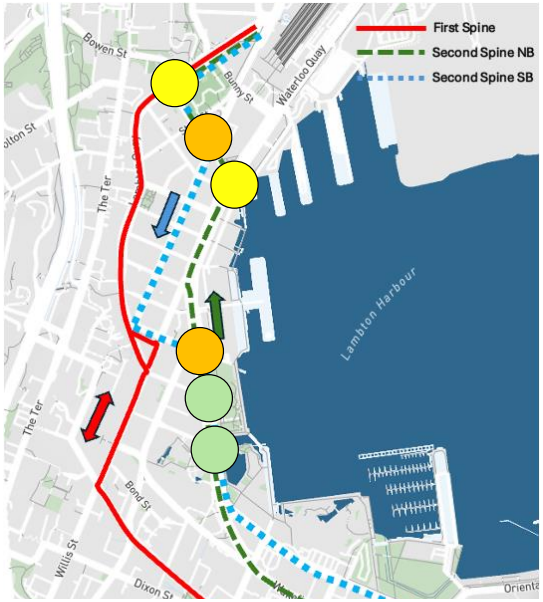
2022 T01

	AM		PM	
site	average delay (sec)	LOS	average delay (sec)	LOS
Whitmore St / Lambton Quay	42	D	33	C
Whitmore St / Featherston St	48	D	39	D
Whitmore St / HQ	61	E	34	C
HQ / Hunter St	58	E	40	D
HQ / Willeston St	28	C	16	B
HQ / Harris St	22	C	19	B

AM



PM



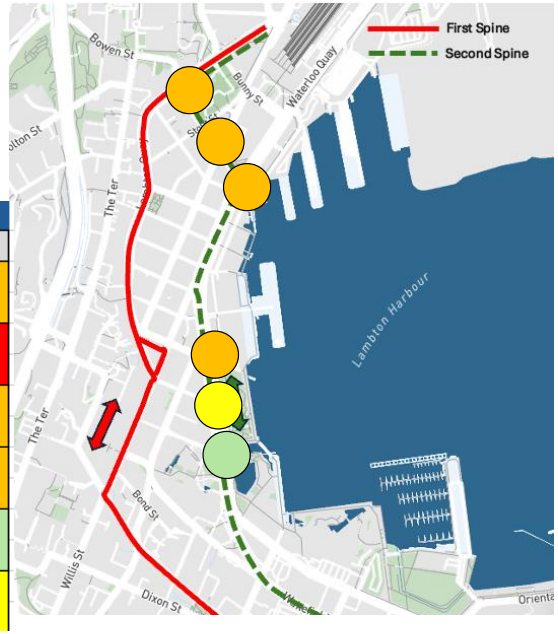
Effects

Impact on general traffic

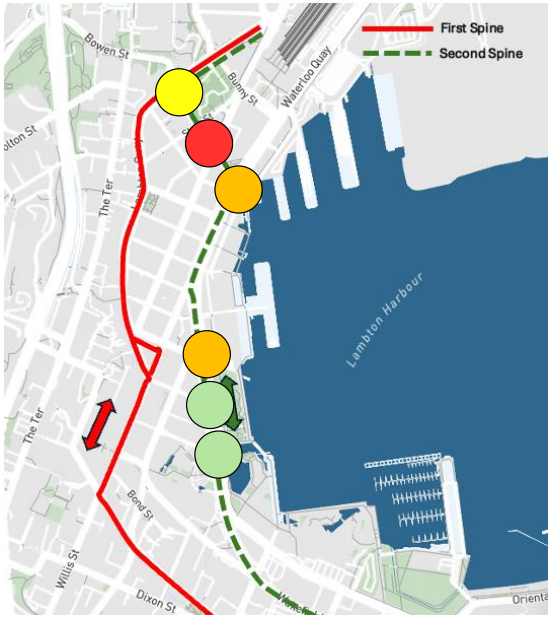
2022 T02

	AM		PM	
site	average delay (sec)	LOS	average delay (sec)	LOS
Whitmore St / Lambton Quay	39	D	35.12	D
Whitmore St / Featherston St	46	D	57	E
Whitmore St / HQ	49	D	41	D
HQ / Hunter St	45	D	36	D
HQ / Willeston St	24	C	16	B
HQ / Harris St	20	B	20	C

AM



PM



Effects

Impact on general traffic

2022 T01 VARIATIONS

WILESTON STREET

	AM	
site	average delay (sec)	LOS
HQ / Hunter St	55	D
HQ / Willeston St	26	C
HQ / Harris St	17	B

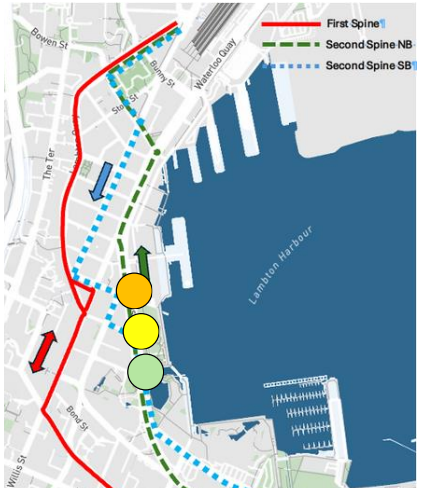
HARRIS STREET

HQ / Hunter St	54	D
HQ / Willeston St	24	C
HQ / Harris St	18	B

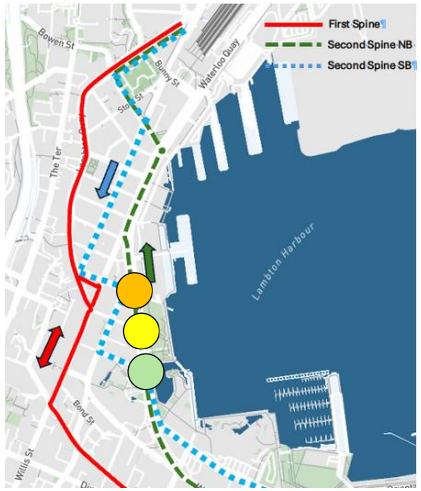
HUNTER STREET

HQ / Hunter St	58	E
HQ / Willeston St	28	C
HQ / Harris St	22	C

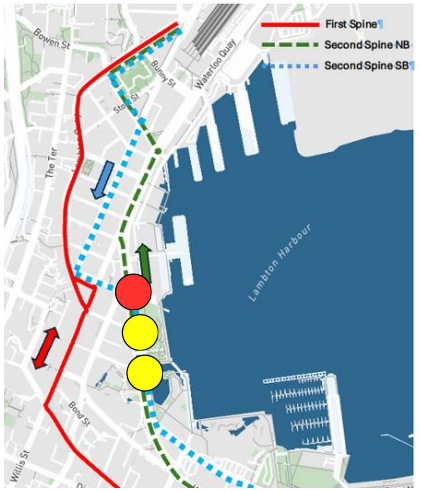
Wileston St



Harris St



Hunter St



Bus Travel Time and Reliability Methodology

Assessment and scoring considered:

- The likely performance of each corridor under forecast bus volumes.
- Comparative journey times (derived from modelling) of the three corridors assessed.
- Reliability – as represented by the spread and range of possible journey times (derived from modelling).
- Potential wider bus network impacts (positive or negative) of changes to journey times.

Bus Travel Time and Reliability Scoring

Option	Score	Key Rationale Summary
Do Minimum	-3	• Operational capacity of the Golden Mile will be significantly exceeded. • Journey time and reliability significantly compromised • Vehicle platooning likely to exceed 6 bus lengths in peak hour, with flow breakdown likely from over capacity. • Delays on the GM will affect headways on all north south routes, as schedules will need to be adjusted to account for increased journey times along the Golden Mile. • Ability to introduce additional services across the city will be limited by capacity constraints on the Golden Mile. • Under 2033 volumes, queue lengths will extend beyond the corridor and impact significantly the wider network. • Public transport capacity will be throttled back by the capacity limitations of the corridor.
TO1	+2	• Modelling suggest T01 will provide significant time savings relative to current conditions. • Modelling also indicate a significant reduction in the spread of journey times, which is reflective of a consistent, stable journey time. This translates to improved reliability (relative to current conditions) and allows for journey time improvements to be scheduled into the timetable. • Relative to T02, modelling suggests T01 has a slightly more stable journey time, reflective of improved reliability. • Reduced, stable journey times mean that the wider network may be rescheduled to capture improvements, resulting in overall improvement to the wider bus network.
TO2	+2	• Modelling suggest T02 will provide significant time savings relative to current conditions. • Modelling also indicate a significant reduction in the spread of journey times, which is reflective of a consistent, stable journey time. This translates to improved reliability (relative to current conditions) and allows for journey time improvements to be scheduled into the timetable. • Relative to T01, modelling suggests T02 has a slightly more stable journey time, reflective of improved reliability. • As the variance in journey times is relatively small between T01 and T02, the relative difference between these two options is not considered significant enough to warrant a difference in scoring. • Reduced, stable journey times mean that the wider network may be rescheduled to capture improvements, resulting in overall improvement to the wider bus network.

Bus Network Legibility Methodology

Assessment and scoring considered:

- Overall ease of understanding of network configuration
- Relationship between inbound and outbound services and ease of understanding the network layout
- Stop pairing and visual identification of route characteristics
- Relationship with broader network

Bus Network Legibility Scoring

Option	Score	Key Rationale Summary
Do Minimum	+2	• Rerouting of all services along the GM will further reinforce the paradigm that all n/s services may be accessed via the GM. • Establishes a primary bus corridor in the central city that will be easily understood.
TO1	-1	• Introduction of split route configuration will mean inbound and outbound services are accessed from different locations. • Stop pairing may not be undertaken on the same corridor, meaning customers utilise different corridors to access the same service, depending on direction of travel. • Overall the introduction of a split route configuration represents a slight decrease to network legibility from present state.
TO2	+1	• Introduction of a 2nd bi-directional corridor of the Quays will require customers to understand which corridor serves which routes. • Bi-directional nature of the corridor means stops may be logically paired within visual sight of each other, allowing customers certainty over point of access for inbound and outbound services. • Introduction of a 2nd bi-directional corridor reduces overall network complexity relative to current state by simplifying routing through central city.

Bus Network Capacity Methodology

Assessment and scoring considered:

- Net capacity of the network to accommodate design forecast demand
- Potential resilience of comparative routes
- Ability to accommodate the range of service vehicles
- Ability to provide skip stop or passing
- Potential to accommodate construction volumes

Bus Network Capacity Scoring

Option	Score	Key Rationale Summary
Do Minimum	-3	• All bus routes will be routed along the GM, significantly exceeding the operational capacity of the Golden Mile. • Corridor may cater for articulated vehicles, however volume of buses using the corridor under this scenario will reduce the effectiveness of such vehicles. • As all n/s services are confined to the corridor, any planned or unplanned disruption will affect all services. • In-line stops and two lane carriageway restrict all passing opportunities on the GM. • During construction activities, all or some routes will require rerouting from the GM and the absence of an alternative corridor will result in service disruption and impacts during construction.
TO1	+1	• Potential limited link capacity on Whitmore between Featherston and Stout. • Hunter street is an obvious pinch point for bus services, constraining bus volumes in the southbound direction due to a combination of signal delay and turning geometry which limits the throughput of buses at Hunter/Featherstone. • Hunter Street has limited stacking which constrains overall capacity. • Featherston does provide sufficient capacity for buses to pass. • Hunter street corridor will constrain the performance of the corridor under construction traffic volumes.
TO2	+2	• Limited link capacity on Whitmore between Featherston and the Quays, however the corridor provides additional stacking storage relative to T01. • T02 corridor avoids the bottleneck at Hunter. • Quays has wider cross section additional lanes permitting overtaking, and provides uniform capacity along the length of the corridor. • T02 has improved resilience relative to T01 as it has additional lane capacity to accommodate disruption.

Pedestrian Access and Movement Methodology

Assessment and scoring considered:

- Safe and convenient access between the route and city destinations
  - Strategic connections to city destinations (Golden Mile), streetscape quality, ped cover.
  - Strategic connections to city destinations (Waterfront), crossing locations, streetscape quality, ped cover
  - Lines of sight between stop pairs, to destinations
  - Activity and ped route patterns, memory map, city legibility
- Pedestrian level of service along routes
  - Footpath space (passing), streetscape quality, ped cover

Pedestrian Access and Movement Scoring

Option	Score	Key Rationale Summary
Do Minimum	+2	• Reinforces current situation with largely a single spine along G.Mile. Stronger sense of city legibility (cognitive map) is clearer. • Removal of Featherston St secondary spine and Brandon St stops reduces proximity and catchment to stops. • Pinch points at Willis St stop pair and Cuba St stop pair reducing LoS for peds. passing through – getting to destinations / between stops on Willis Street. • Enhanced ped space/ environ for other Lambton Quay stops. • Simple / not split route. Easier to understand. All buses on same road. • Aesthetic quality / shelter canopies and bldg. edges is high. • But inconsistent along full length – some higher quality, some less so. • Improved bus stop spacings re network stop distribution but longer walk distances for users (reduced number of stops).
TO1	-1	• Maintains a similar level of user experience of the CBD (i.e. buses along G.Mile + Featherston). However removal of Brandon St stops as more proximate and visual link between Featherston and G.Mile reduces perceptual integration and N-bound Quays route is distanced at 'city edge' - may be perceived as an edge / bypass route. • Overall, retention of Featherston St and GM reinforces some known PT arrangements (not a huge shift for users). • User clarity reduced due to 3 route corridors • Lines of sight reduced (loss of Brandon St stops). G.Mile stop and S-2f pair not visually linked, nor S-2f and N-2c. • Reduced proximity to user catchments. • N-bound Quays route provides some integration with waterfront, better acknowledges Queens Wharf • Canopy / continuous sheltered provision for peds. LoS of footpath along Featherston St for passersby is reduced • Crossing main roads introduces severance between routes.
TO2	-1	• Quays bi-directional spine is located at the 'city edge' / perceived as by-pass and not as integrated • Physically and visually distanced from G.Mile spine. • Perceptually T02 creates a secondary spine that reduces the clarity of a single G.Mile spine (current). • But, a simpler / clearer city cognitive map relative to T01. • Notable reduction in canopy cover / sheltered ped connections. Lack of activity. • Crossing of H.Quays road is barrier to pedestrian movement. • Personal safety experience reduced. • LoS of footpath is retained / neutral given likely user movements.

Pedestrian LoS and Bus Stops Methodology

Assessment and scoring considered:

- Pedestrian level of service at new bus stop locations
  - For T01 / T02 - S2f, S2k, N2c
  - For do-min all golden mile (Willis + Cuba pairs)
  - Pinch points
  - Cover (canopy vs shelter)
  - Environmental quality / activity

Pedestrian LoS at Bus Stops Scoring

Option	Score	Key Rationale Summary
Do Minimum	+1	• Some stops locations will become congested (Willis and Cuba pairs) but all other stop locations enhanced / reduced ped conflicts. • Stop spacings – increased walk journey between proposed stops. • Improved shelter design and settings for most stops.
TO1	+1	• Difference relative to Do-Min is a single stop. • Use of shelters vs bldg. canopy reduces potential overall sheltered capacity except for Featherston stop (under canopy). • Featherston stop may be congested due to footpath width and exacerbated during construction for G.Mile. • Whitmore St stops offer different N/S outcomes. N-stops may create ped user conflicts. • Whitmore stops offer good connectivity / access into Station and G.Mile.
TO2	+1	• Difference relative to Do-Min is a single stop. • Use of shelters vs bldg. canopy reduces potential overall sheltered capacity. • Stop S2-2K close proximity to busy traffic lanes. Less desirable ped environ. • Low level of ped conflicts due to local movement patterns. • Whitmore St stops offer different N/S outcomes. N-stops may to create ped user conflicts. • Whitmore stops offer good connectivity / access into Station and G.Mile.

Connection to Cycle routes Methodology

Assessment and scoring considered:

- Feasibility of creating future high quality bike networks connections through central city
- Expected number of people riding into the city with all main arterials and new regional connection to the Hutt Valley in place.
- Current level of service and environment for cycling along both routes.

Connection to Cycle Routes Scoring

Option	Score	Key Rationale Summary
Do Minimum	0	• Does not create additional conflicts with large buses on other corridors, which is currently free of them. • Congestion on Golden Mile will have limited impact on people riding with a new dedicated cycleway present.
TO1	-2	• Creates conflicts with bikes across both corridors (Featherston and Quays) limiting options for a high quality, connected route across the city. While bikes would potentially be able to use road space on one side from Hunter north, the fact buses then enter from Hunter South creates conflicts at the most important section. • Use of Hunter St entrance back to the Quays creates a conflict at a tricky point where bikes would have to merge right to get around. Also removes potential for modal filter here, as signalled in Te Ara Tatou for future network rationalization to support mode shift. • Jams Featherston St with buses (small block sizes), making negotiating the street more difficult for people on bikes. This is particularly problematic as Featherston is a key route through the city, which will increase in volumes post Te Ara Tupua and Thorndon Quay which directly feed into it so it's a natural continuation.
TO2	-1	• Leaves Featherston available for high quality cycling connection through city. • More aligned with Te Ara Tatou vision for future network circulation • NB: This would be +1, and rank top, if bus lanes were present 24/7 and we were wide enough at bus stops for bikes to get around. This would not only create a much safer environment for people on bikes most of the time, it would support a shift towards vehicle capacity being shifted to the state highway and a higher place focus with more balanced road space reallocation. This is a better stepping stone to a future more transformational layout.

Impact on General Traffic Methodology

Assessment and scoring considered:

- Assessment is based on Engineering Judgement considering Aimsun Model Results
- Consideration included (but not limited to) Travel Time, Travel Time variability, multi-modal impacts and intersections performance
- Minimal negative impacts on general traffic based on current traffic demand level (i.e. 2022 Base Model Year)
- Future traffic impacts are more significant due to the assumed high growth for both Bus Frequency and vehicle demand, the relative difference is expected to be similar between options
- Both options have negative impacts on general traffic performance
- TO2 performance slightly better than TO1, at the same time, the difference is not significant enough to differential scores between the two options.

Impact on General Traffic Scoring

Option	Score	Key Rationale Summary
Do Minimum	0	• It is assumed that the future Do Minimum scenario will have Golden Mile fully implemented with Bus Demand increases to 150 buses per hour per direction • For the purpose of comparing options between TO1 and TO2 under the current MCA, future scenario is not scored.
TO1	-1	• Travel time and variability has no significant difference among all three scenarios across the network • Wileston St connection is performing better than Harris St and Hunter St, at Jervois Qy • Whitmore St signals will be challenging to optimize especially for the RTs to Featherston St and/or Harbour Qy
TO2	-1	• Travel time and variability has no significant difference among all three scenarios across the network • Less risks for connection at Jervois Qy as 2nd Spine buses do not go via Featherston St; • Intersection performance is similar to Base

On Street Parking Methodology

Assessment and scoring considered:

- Assessment is based on Engineering Judgement and Local knowledge.
- The only difference between TO1 and TO2 is the Bus Stop pair near Panama St, where TO1 proposed Bus Stop on Featherston St resulting in 8 more parking spaces impacted than other scenario.
- There will be net losses of 25-35 Parking Spaces for both TO1 and TO2 scenarios, this is considered insignificant as the total paid parking spaces are about 2,000 in the CBD.
- The current proposed Bus Stop in front of Te Papa may not be able to fit considering the new Signal Ped Crossing, which it may result in additional spaces impacted, at the same time that, this will be the same between both scenarios.
- Wakefield St has 7 parking spaces been impacted, however, this is considered non-significant due to the existing clearway
- Golden Mile Traffic Resolution to be clarified to better understand the impact on Cam Tce Businesses.

On Street Parking Scoring

Option	Score	Key Rationale Summary
Do Minimum	0	• Assumed as per existing on the ground • No Impact against Base Scenario
TO1	-1	• 33 Spaces Impacted • Featherston St resulted in 8 additional spaces more than TO2, but not significantly enough to score a level down • If clearway is extended, the score will be likely to reduced to -2
TO2	-1	• 25 Spaces Impacted. • TO2 impact is slightly less than TO1, but not qualify a score level up. • The proportion of spaces is marginal considering the total paid carparks in the CBD is about 2000.

Business Impact Methodology

Assessment and scoring considered:

- Direct - Assess business impact on existing businesses close to new bus stops
- Indirect – Assess business impact on existing businesses in the wider central city area

Business Impact Scoring

Option	Score	Key Rationale Summary

Do Minimum	-2	• Direct impact – significant
		  ○ Pedestrian and vehicle crowding on Golden Mile -3
		  ○ Obstruction of shop frontages at bus stops -2
		  ○ Commuter congestion and reduced CBD travel -2
		• Construction impact - none
		  ○ No construction disruption or carpark loss 0
		• Indirect impact - minor
		  ○ No route benefit tied to major city developments in pipeline –1

TO1	+1	• Direct impact – significant
		  ○ Loss of parking for stops and bus movement, and impact of, is most significant for Featherston St businesses. -1
		  ○ No positive impact for current Featherston St businesses during peak hours 0
		  ○ Cruise bus stops impacted (S4A, N5A) with relocation or coordination. No clear replacement for N5A. -2
		  ○ A greater spread of commuters throughout the city, and increased business opportunities along pedestrian flow routes +1
		  ○ Accessibility to waterfront businesses is not improved for southbound visitors -1
		  ○ Improved accessibility by public transport to the Waterfront and city venues on Northbound route. +1
		  ○ Placemaking opportunity at Post Office Square +1
		• Construction impact - medium
		  ○ Some construction disruption for a short period and confined to new stops. -1
		• Indirect impact - minor
		  ○ Less pedestrian and vehicle crowding on Golden Mile +2
		  ○ Route well aligned with major city developments and investment +1

TO2	+2	• Direct Impact – significant
		  ○ Less pedestrian and vehicle crowding on Golden Mile +2
		  ○ Improved accessibility by public transport to the Waterfront and city venues on both routes. +1
		  ○ Placemaking opportunity at Post Office Square +1
		  ○ Minimal carpark loss, focused on bus stop locations -1
		  ○ Cruise bus stops impacted (S4A, N5A) with relocation or coordination. No clear replacement for N5A. – 2
		  ○ Southbound stop is 200m further from GM than the Featherston St stop, including across the 6 lanes of HQs. This may impact commuters choices' to travel into the city, and reduced commuters could negatively impact business spend during the day -2
		• Construction Impact - medium
		  ○ Some construction disruption for a short period and confined to new stops. -1
		• Indirect Impact - minor
		  ○ A greater spread of commuters throughout the city, and increased business opportunities along pedestrian flow routes +1
		  ○ Route well aligned with major city developments and investment +1

Construction and Constructability Methodology

Assessment and scoring considered:

- Ease of construction
- Transport network impacts during construction
- Pedestrian/bus user impacts during construction of bus stops

Construction and Constructability Scoring

Option	Score	Key Rationale Summary
Do Minimum	0	
TO1	-1	• Impact on transport network would be minimum if no Kerb Build outs are done • Traffic delays on Whitmore street with busses turning into Featherston Street • Bus shelters will have an impact on pedestrians, this can be managed by pedestrian diversions • Work hours will be limited as per the Code of Practice for working on the roads. • Consider Development Response Plan when construction is planned
TO2	-1	• Impact on transport network would be minimum if no Kerb Build outs are done. • Bus shelters will have an impact on pedestrians, this can be managed by pedestrian diversions • Work hours will be limited as per the Code of Practice for working on the roads. Extended hours may be considered depending on peak traffic hours • Consider Development Response Plan when construction is planned • This option is preferred from a corridor management perspective.

All Scores

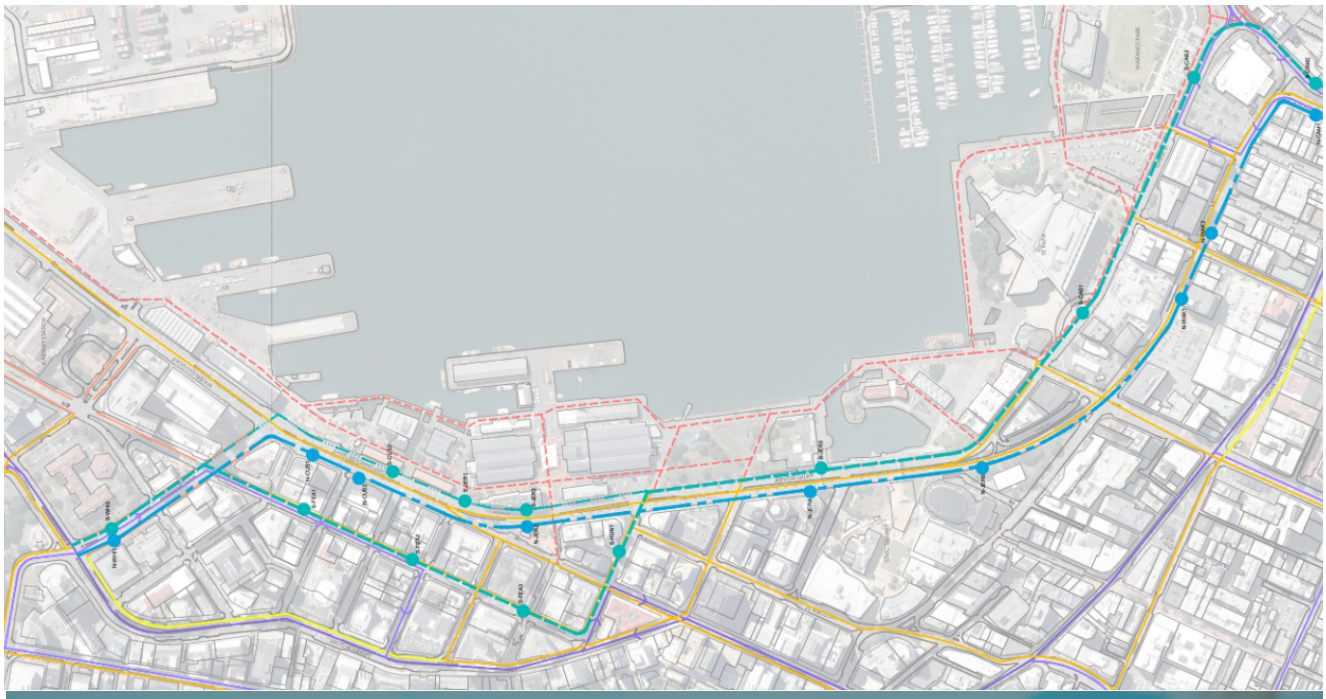
		Do Min	T01	T02
Bus Travel Times and Reliability	Rowan	-3	2	2
Route Legibility	Rowan	2	-1	1
Network Capacity	Rowan	-3	1	2
Safe and Convenient Ped Access and Movements	Andrew	2	-1	-1
Pedestrian LoS at Bus Stops	Andrew	1	1	1
Does Not Preclude Future Routes or Connections to Existing Routes	Claire	0	-2	-1
Impact on General Traffic	Bob	0	-1	-1
On Street Parking Impact	Bob	0	-1	-1
Business Impact	Prak	-2	1	2
Construction and Constructability	Amanda	0	-1	-1

Weighting (only if needed)

		Project Team	Equal Criteria	Equal Category	Objective	Economic	Social	Bus Only
Bus	Bus Travel Times and Reliability	25%	10%	8%	40%	20%	20%	65%
Bus	Route Legibility	5%	10%	8%	0%	0%	5%	10%
Bus	Network Capacity	15%	10%	8%	20%	10%	10%	25%
Pedestrians	Safe and Convenient Ped Access and Movements	10%	10%	13%	10%	0%	15%	0%
Pedestrians	Pedestrian LoS at Bus Stops	5%	10%	13%	0%	0%	10%	0%
Bike	Does Not Preclude Future Routes or Connections to Existing Routes	5%	10%	25%	10%	0%	10%	0%
Effects	Impact on General Traffic	10%	10%	6%	20%	30%	15%	0%
Effects	On Street Parking Impact	5%	10%	6%	0%	10%	5%	0%
Effects	Business Impact	10%	10%	6%	0%	20%	10%	0%
Effects	Construction and Constructability	10%	10%	6%	0%	10%	0%	0%
		100%	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Wrap Up

Appendix F: Traffic Modelling Assessment



TTAP
Tohunga Transport Advisory Partners

WCC Harbour Quay Second Spine - Traffic Modelling Assessment

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1. Background

1.1. Project Background

The *Harbour Quay Second Spine Corridor Improvement* project is a key initiative under the Wellington Region's broader transport strategy to enhance public transport connectivity. This initiative aligns with the goals of the previous *Let's Get Wellington Moving* (LGWM) programme, addressing capacity constraints and providing efficient, reliable bus services as an alternative to the current Golden Mile corridor.

With Wellington's public transport system projected to accommodate over **150 buses per direction per hour** along the Golden Mile by **2025**, there is a pressing need to distribute bus flows more evenly across the central city. The **Second Spine Corridor (Harbour Quays Project)** aims to:

- Provide additional bus priority routes;
- Improve passenger travel times and service reliability;
- Reduce congestion along the Golden Mile; and
- Maintain accessibility for other road users.

Wellington City Council (WCC) in partnership with Greater Wellington Regional Council (GWRC) has completed an initial options assessment in August 2024. The findings from this work are summarised below.

- The problems to be addressed in the corridor and their associated weightings are
    - Lack of peak time capacity for buses on the central spine of Wellington's bus network along the Golden Mile (50%)
    - Temporary network disruption for all modes in the Harbour Quays corridor (40%)
    - Poor level of service connections for bikes across the central city area (10%)
- Two interim options were identified plus 8 permanent options were considered for the initial Multi Criteria Analysis (MCA)
- The MCA considered a broad range of criteria in the following categories
    - Bus
    - Bikes
    - Pedestrians
    - Place
    - Strategic Alignment
    - Effects
    - Implement ability
- The initial MCA identified Option T01 - Split Bus Route as the preferred option.

The project scope has changed since the initial MCA was completed. The preferred interim option will now be the permanent option. The preferred option now needs to meet bus level of service requirements during the two year Golden Mile construction period plus its post (permanent) construction / operation.

The project team is now revisiting the interim options and to better understand the transport impact of the options. The two options identified for further investigation in late 2024 are summarised below, also shown in Figure 1-1.

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OPTION TO1: Split Bus Route via Featherston Street and the Quays

Option TO1 proposes a **split bus routing** approach that distributes northbound and southbound bus movements across **Featherston Street and the Quays**. Key characteristics of this option include:

- **Northbound Route**: Buses travel **along the Quays**, leveraging existing corridors to maintain efficient traffic flow.
- **Southbound Route**: Southbound buses utilise **Featherston Street**, a critical CBD corridor, to provide better access to businesses and key transit hubs.
- **Bus Stop Locations**: Several strategically placed stops along both Featherston Street and the Quays ensure optimal passenger access.
- **Shelter Requirements**: Identified in key locations, requiring infrastructure improvements for passenger comfort.

OPTION TO2: Kerbside Bus Route via the Quays Only

Option TO2 simplifies bus movements by **concentrating both northbound and southbound bus flows along the Quays corridor**. Key features of this option include:

- **Northbound and Southbound Routes**: Buses operate **exclusively along the Quays**, minimising conflicts with general traffic and reducing bus interactions with the CBD core.
- **Bus Stop Locations**: Designed to serve key destinations along the waterfront while maintaining efficient service.
- **Shelter Requirements**: Similar to TO1, requiring enhancements at designated stops.



Figure 1-1: WCC HQ Options overview

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1.2. Purpose

As part of the Business Case development, a number of risks and opportunities have been identified as below, which it will require Evidence Based Information supported by Traffic Modelling.

- The initial MCA evaluation was undertaken based on collaborative stakeholder engagement and engineering judgement. Moving to the current Business Case phase, Traffic Modelling is required to provide more robust evidence based information for WCC/GW to make an informed decision.
- There are a number of matters to be evaluated for the Golden Mile construction and post construction scenarios for the Business Case. Some key issues include:
    - TO1 and TO2: What are the traffic performance impacts of these options?
    - TO1: Determine Hunter or Williston or Harris or the connection on to the Quays?
    - TO1: Evaluate the feasibility of the acceptable Level of Service (LoS) along Featherston Street corridor, such as
        - Hunter St turning movements (both right and left) onto the Quays.
        - Can the left hand turn be banned?
        - What impacts weaving / merging from Lambton Quay onto Featherston Street prior to Customhouse Quay/Hunter Street intersections have on bus performance.
        - Will stacking back from Hunter (or Harris Street) create network performance issues?
    - T01 and T02: How will the Whitmore intersections perform for each option?
    - T02:Will there be stacking back from the Whitmore/Waterloo Quay intersection? Will this stacking back cause issues for the Whitmore/Featherston intersection?
    - Severance concerns for customers from the Quay to Lambton etc.
- Economics Benefits to demonstrate value for money; and
- Interactive Impact on/from adjacent projects.

In order to address the above risks and opportunities, the purpose of the Traffic Modelling for the Business Case phase is identified as below.

- Inform evidence based MCA evaluation
- Evaluate TO1 and TO2, noting that it has been agreed that buses will continue to use southbound Lambton Quay during Golden Mile construction (and this means buses per hour at peak times need to be determined)
- Provide high level indication on the operational performance without southbound Lambton Quay bus option.
- Input to Economics Assessment/ Economic Case
- Traffic Impact on/from adjacent project.

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2. Model Assumption

2.1. Base and Do Minimum Models

The base model and forecast model were initially developed by the Wellington Transport Analytics Unit (WTAU), including the following assumptions:

- Base Year 2022, Forecast Year 2033
- Aimsun Version: 20.0.4
- Modelled Periods: AM Peak; Inter Peak; PM Peak
- Static Assignment: MSA
- Microsimulation Assignment: SRC allowing 60% fixed routes and 40% dynamic routes.

Upon receiving the base and forecast models from WTAU, sense checks was carried out by:

- Rerunning the model to ensure that the results were consistent to those produced previously.
- Traffic volume comparison especially around the Waterfront area that the model was able to represent the reality in an acceptable level.

This verification process confirmed that the model is fit for purpose of using for the current study. The following Figure 2-1 shows the full model extents.

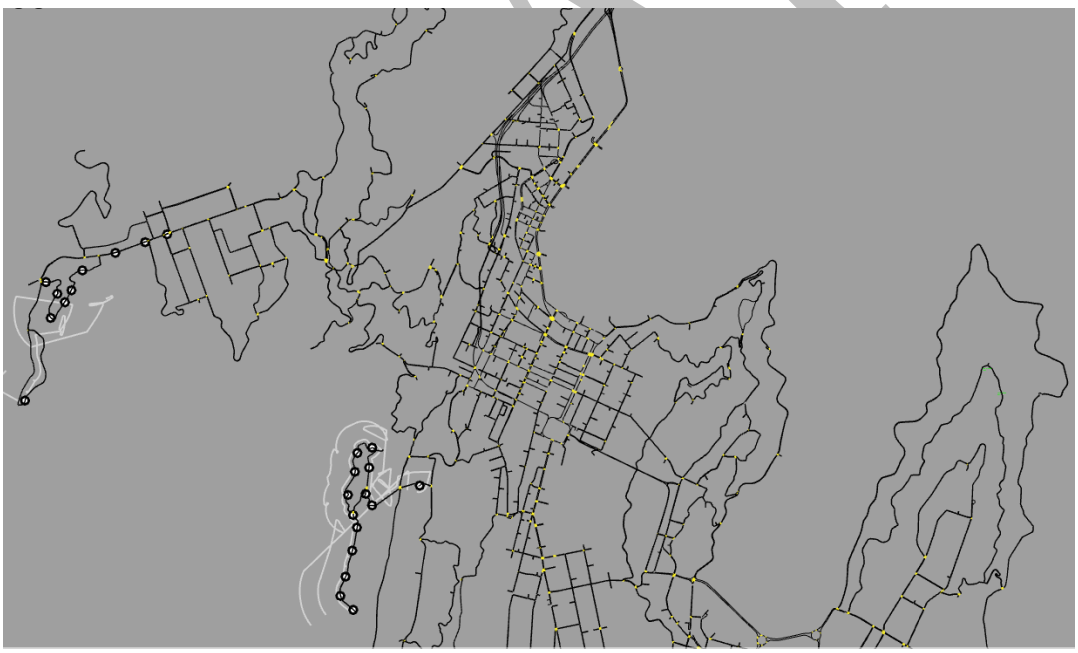

Figure 2-1: HQ Model Extents

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2.2. Future infrastructure assumptions

2033 Do Minimum Model is further refine to reflect the most up to date future infrastructure assumptions, summarised in Table 2-1.

Table 2-1: 2033 Do Minimum Project Assumptions

Project	Context
Golden Mile Improvements	The Golden Mile is Wellington's main retail and commercial corridor, stretching from Lambton Quay to Courtenay Place. The revitalisation project aims to enhance pedestrian spaces, improve public transport efficiency, and remove most private motor vehicles to create a more vibrant urban environment. Construction is scheduled to commence in late 2025, beginning with the Courtenay Place section. Work on Courtenay Place is expected to take two years, with completion targeted for Late 2027.
City Streets Improvements	This initiative upgrades corridors and intersections to improve accessibility for pedestrians, cyclists, and public transport users. Specific start dates vary by street and are subject to project planning and approvals.
City to Sea Bridge Demolition	The earthquake-prone pedestrian bridge connecting Civic Square to the waterfront will be removed, with a pedestrian crossing planned as a replacement. As of now, a definitive start date for the demolition has not been announced, pending final design approvals and funding allocations. Once initiated, the demolition and reconstruction are projected to take approximately 18 to 24 months.
Frank Kitts Carpark Demolition	The earthquake-prone underground car park will be removed to make way for a proposed multi-purpose Pacific-inspired community space. The project is currently in the planning stages, with the start date contingent on resource consents and stakeholder consultations. Following commencement, the demolition and subsequent park redevelopment are expected to be completed within two years.

2.3. Bus Demand

The 2022 base scenario reflects existing bus demand as per the Metlink timetable, while the 2033 scenario accounts for an increase in bus services to about 150 buses per direction per hour.

The following Table 2-2 to Table 2-5, summarise the bus demand assumption on each of the corridors in the study area provided by Metlink, and these are incorporated in the model. In Table 2-3 to Table 2-5, Brandon Street is struck out, as the bus routes that previously passed through Brandon Street are rerouted via Wakefield Street in these scenarios.

Table 2-2: 2022 Base Bus Demand

Status Quo	Hourly bus flows						Total Weekday	
	AM Peak North	AM peak South	Interpeak North	Interpeak South	PM Peak North	PM peak South	North	South
Golden Mile	**106**	82	53	53	**90**	**99**	978	946
Harbour Quays	0	5	0	0	2	0	13	19
Brandon Street	2	15	0	0	15	2	44	44
Other	8	11	8	8	5	4	91	95
Total	116	113	61	61	112	105	1126	1104

Table 2-3: 2022 Options Bus Demand

With Harbour Quays	Hourly bus flows						Total Weekday	
	AM Peak North	AM peak South	Interpeak North	Interpeak South	PM Peak North	PM peak South	North	South
Golden Mile	79	73	49	49	81	76	859	831
Harbour Quays	29	29	4	4	26	25	176	178
~~Brandon Street~~	0	0	0	0	0	0	0	0
Other	8	11	8	8	5	4	91	95
Total	116	113	61	61	112	105	1126	1104

Table 2-4: 2033 Do Minimum Bus Demand

Status Quo	Hourly bus flows						Total Weekday	
	AM Peak North	AM peak South	Interpeak North	Interpeak South	PM Peak North	PM peak South	North	South
Golden Mile	**151**	**137**	63	63	**145**	**141**	1431	1386
Harbour Quays	0	7	0	0	3	0	18	27
~~Brandon Street~~	0	0	0	0	0	0	0	0
Other	11	15	8	8	7	6	127	133
Total	162	160	71	71	155	147	1576	1545

Table 2-5: 2033 Options Bus Demand

With Harbour Quays	Hourly bus flows						Total Weekday	
	AM Peak North	AM peak South	Interpeak North	Interpeak South	PM Peak North	PM peak South	North	South
Golden Mile	84	75	51	51	85	80	1048	1012
Harbour Quays	67	69	12	12	63	61	400	400
~~Brandon Street~~	0	0	0	0	0	0	0	0
Other	11	15	8	8	7	6	127	133
Total	162	160	71	71	155	147	1576	1545

Between 2022 and 2033, the total bus volumes within the study area are projected to increase by approximately 450 across the day.

It is also noted that, in the model, unlike the 2022 Base scenario, the 2033 scenarios (Do Minimum and Option) include only bus services operating entirely within the defined study area. Bus routes operating outside the study area have been excluded from the model.

2.4. Bus Dwell time estimates

The bus dwell time data was provided by WTAU. The mean dwell time and standard deviation for different areas are estimated using 5 days' bus GPS data in the vicinity of the study area, summarised below. These assumptions are incorporated in the models.

- Golden Mile: mean dwell time of 40 seconds with a standard deviation of ±5 seconds.
- CBD excluding Golden Mile: mean dwell time of 24.2 seconds with a standard deviation of ±2.3 seconds.
- Other areas: mean dwell time of 19.6 seconds with a standard deviation of ±4.7 seconds.

2.5. Microsimulator Network Checker

The Microsimulator Network Checker was enabled during the simulation. This function removes vehicles that become stuck on specific turns or sections of the network, helping to prevent network-wide congestion or simulation failure. Without the Network Checker, vehicles that are unable to complete their movements—often due to unresolved conflicts, blocked links, or excessive queuing—would remain in place indefinitely. This can lead to artificial gridlock, where queues propagate unrealistically through the network, ultimately distorting travel time results and potentially causing the entire simulation to stall or crash. By selectively removing such vehicles, the Checker ensures that the

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simulation continues to reflect plausible traffic conditions while flagging potential network issues for review.

Most of the deletion logs show that the number of removed vehicles per simulation run ranges between 7 and 48, with a few outliers—one instance of 72 and another of 134—indicating occasional localized bottlenecks under high-demand conditions.

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3. Option Selection Model

3.1. Model scenario

This section of the report discusses the modelling results at the Option Selection stage. The following two options (also shown in Figure 3-1) are modelled in 2022 year only due to the limit time constraint. It is worth noting that the modelled results are only one of the inputs to the MCA process, and the relative difference between the options are understood to be the same trend but different magnitude in future years. Therefore, the approach is considered to be appropriate and robust.

The full sets of models and model results have been undertaken for the preferred option only, and these are discussed in later Section 4 of the report.

- TO1 – Split Bus Route. Buse travel NB via the second spine NB and return SB via the second spine SB.
- TO2 – Buses Kerbside on Quays. Buses use the second spine NB for both NB and SB travel.

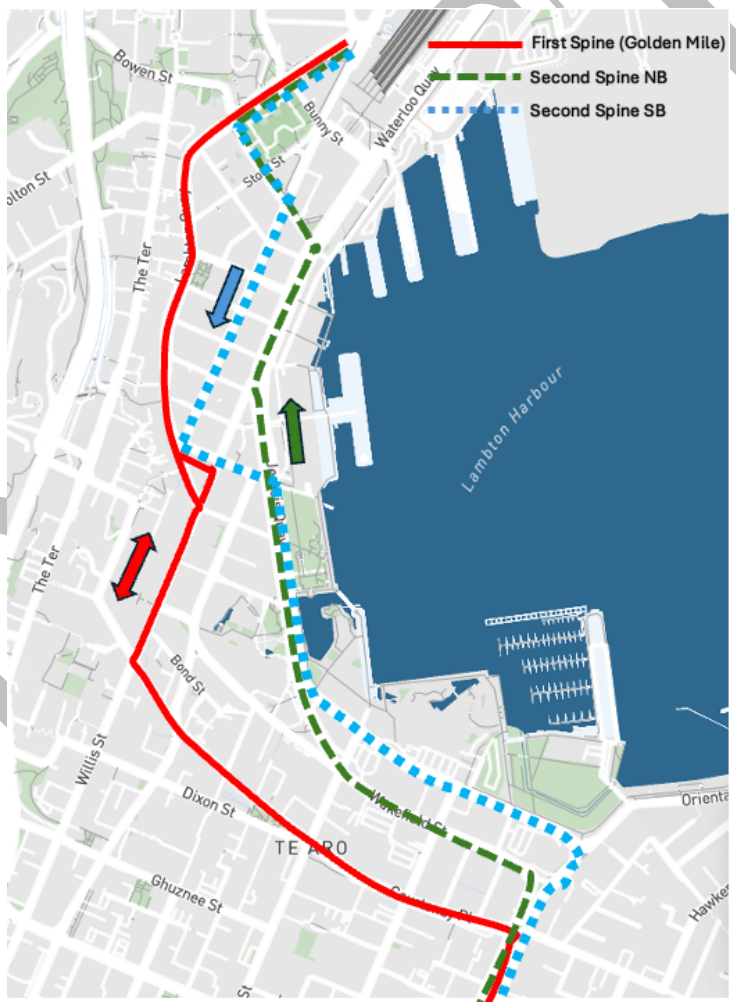

Figure 3-1: Options Selection Indicative Plan

3.2. Overall model stats

The Table 3-1 below summaries the overall network statistics comparing the two Options against the Base Model. This analysis compares the 2022 Base Scenario with two proposed bus route options (TO1 and TO2) in terms of total travel time (TT), total vehicle kilometres travelled (VTK), and network delay (seconds per km) during peak periods.

Table 3-1: Option Selection Model - Overall Stats 2022

AM	Total Actual Num (veh)	Total TT (h)	Total VKT (km)	Delay (sec/km)
2022 Base	104559	20840	690701	56
2022 TO1	104127	21634	688805	60
2022 TO2	104347	21139	688142	58

AM	Total Actual Num (veh)	Total TT (h)	Total VKT (km)	Delay (sec/km)
2022 Base	137687	23587	845267	48
2022 TO1	137654	23769	842657	50
2022 TO2	137364	23912	845243	50

AM peak performance comparison:

- TO1 results in the highest increase in total travel time (↑3.8%) and congestion (↑4s delay/km) due to the redistribution of service load (e.g. rerouting a number of buses from the 1st Spine [Golden Mile] to the 2nd Spine).
- TO2 performs slightly better than TO1, with a smaller increase in delay (+2s) and a lower total travel time impact (↑1.4%).
- Both TO1 and TO2 have minimal impact on total VTK, meaning vehicle travel distances remain stable.

PM peak performance comparison:

- Both TO1 and TO2 introduce minimal additional congestion (TT increase ≤1.4%) compared to AM peak impacts.
- Total delay increases slightly by +2s/km in both TO1 and TO2, indicating manageable congestion levels.
- VTK remains nearly unchanged, suggesting that vehicle rerouting is minimal.

The model results showed that:

- TO1 increases total travel time and delay slightly more than TO2, particularly in the AM peak.
- TO2 performs slightly better than TO1 in the AM peak but has slightly higher congestion in the PM peak.
- Overall, TO2 is the slightly better option than TO1, causing fewer disruptions in the AM while maintaining similar PM performance as TO1.
- Further refinements should focus on optimising intersection performance to mitigate congestion hot spots in both TO1 and TO2.

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The following Figure 3-2 show the density plot comparison between the Options and the Base model in 2022 AM peak 15mins.

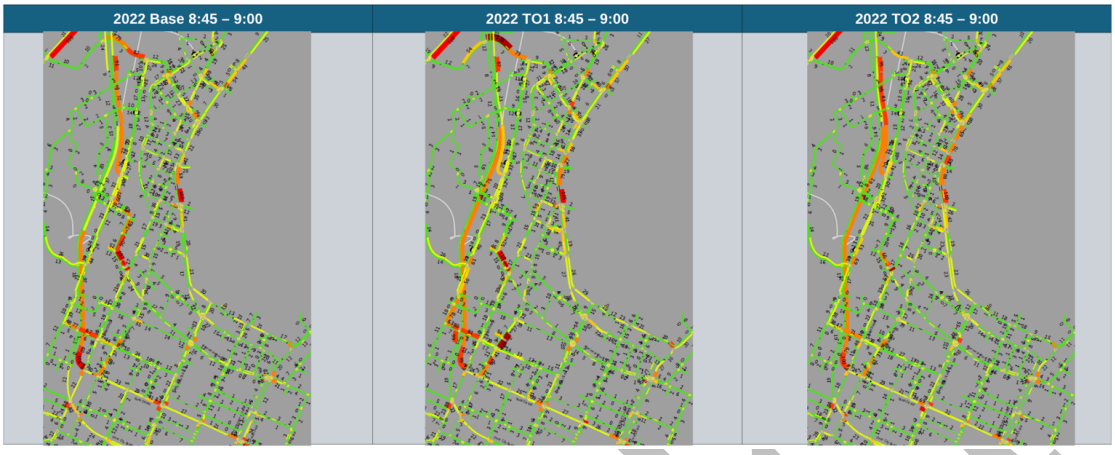

Figure 3-2: Option Selection Model - Density Plots 2022 AM Peak

The density results indicate that:

- Both TO1 and TO2 introduce slightly more congestion along the Waterfront corridor comparing to the Base scenario as expected.
- There is no fundamental different between the two options.

3.3. Bus travel times and reliability

The Figure 3-3 presents the bus travel time analysis for different route options in the 2022 model, comparing the Base Scenario, TO1, and TO2 across both the AM peak (7-9 AM) and PM peak (4-6 PM). The graphs illustrate the travel times for buses using the First Spine (Golden Mile) and Second Spine (Harbour Quays).

Each graph compares three scenarios:

- 2022 base – the current bus travel times
- 2022 TO1 – the travel time under the TO1 route option
- 2022 TO2 – the travel times under the TO2 route option.

The boxplots show the range of travel times experienced on each route, with wider boxes indicating higher variability in travel time.

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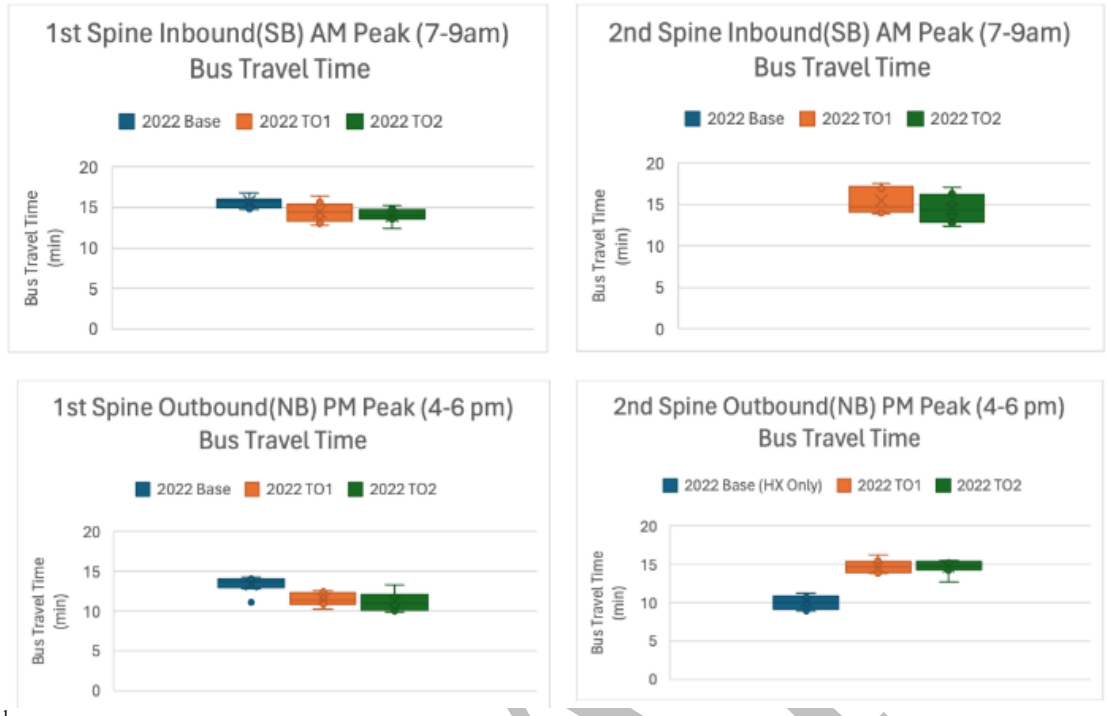


Figure 3-3: Option Selection Model - Bus Travel Time comparison 2022 AM Peak

AM Peak (7-9 AM) – Inbound Bus Travel Time

- 1st Spine (SB): Minimal impact on travel times across scenarios, meaning buses using this route remain stable.
- 2nd Spine (SB): TO2 improves reliability, making travel times more consistent, and TO1 introduces higher variability, leading to less predictable journey times.

PM Peak (4-6 PM) – Outbound Bus Travel Time

- 1st Spine (NB): TO2 shows slightly improved efficiency with shorter travel times.
- 2nd Spine (NB): TO2 improves travel time reliability, reducing variations in bus journey times, and TO1 has more variability, which may negatively impact bus scheduling and passenger experience.

The model results showed that TO2 offers slightly better travel time consistency.

[1] The 2022 Base data is not shown in the '2nd Spine Inbound (SB) AM Peak (7–9 AM) Bus Travel Time chart' because, under the scenario, all bus services operate along the 1st Spine (Golden Mile), with no services routed via the 2nd Spine (Harbour Quays).

3.4. General traffic travel time result

This section evaluates the impact of the proposed TO1 and TO2 routing options on general traffic travel times. The analysis compares the performance of the following corridors under the 2022 Base, TO1, and TO2 scenarios, as also illustrated in Figure 3-4:

- Golden Mile
- Featherston St
- Bowen St
- Harbour Quay
- State Highway 1

Each bar chart presented below compares general traffic travel times across the three scenarios for the same corridor, allowing for a direct comparison of travel time performance under each option.

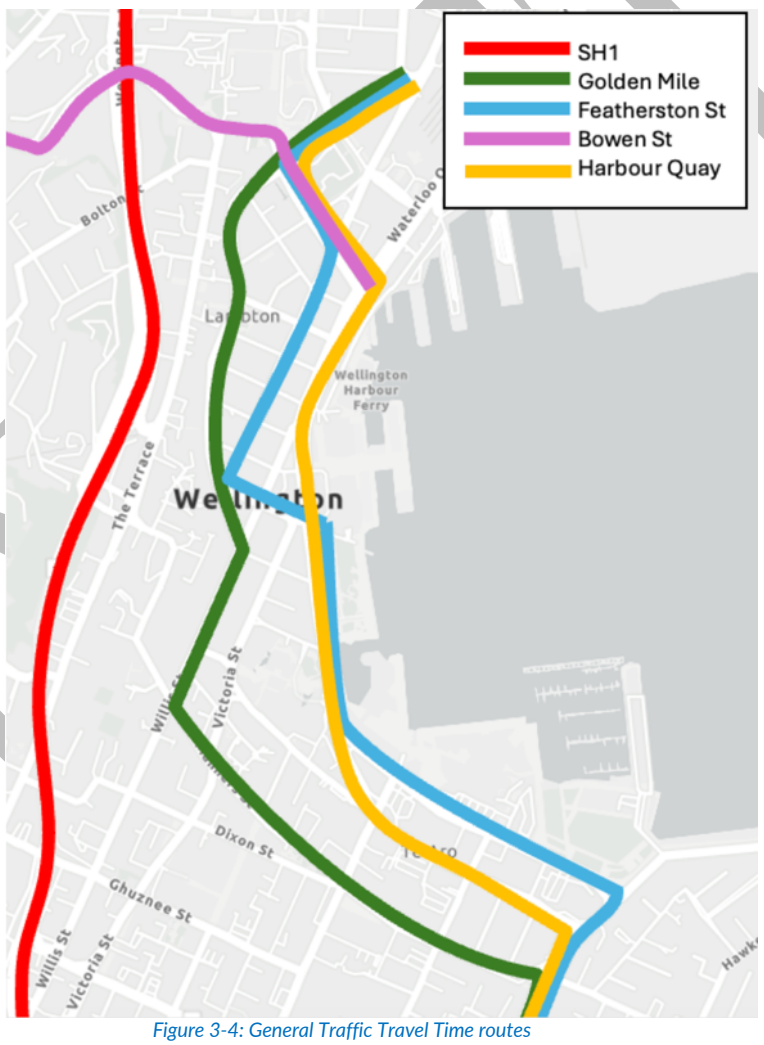


Figure 3-4: General Traffic Travel Time routes

3.4.1. Key finding for AM peak

The Figure 3-5 below show the impact on general traffic travel time (AM peak) for the proposed TO1 and TO2 routing options.

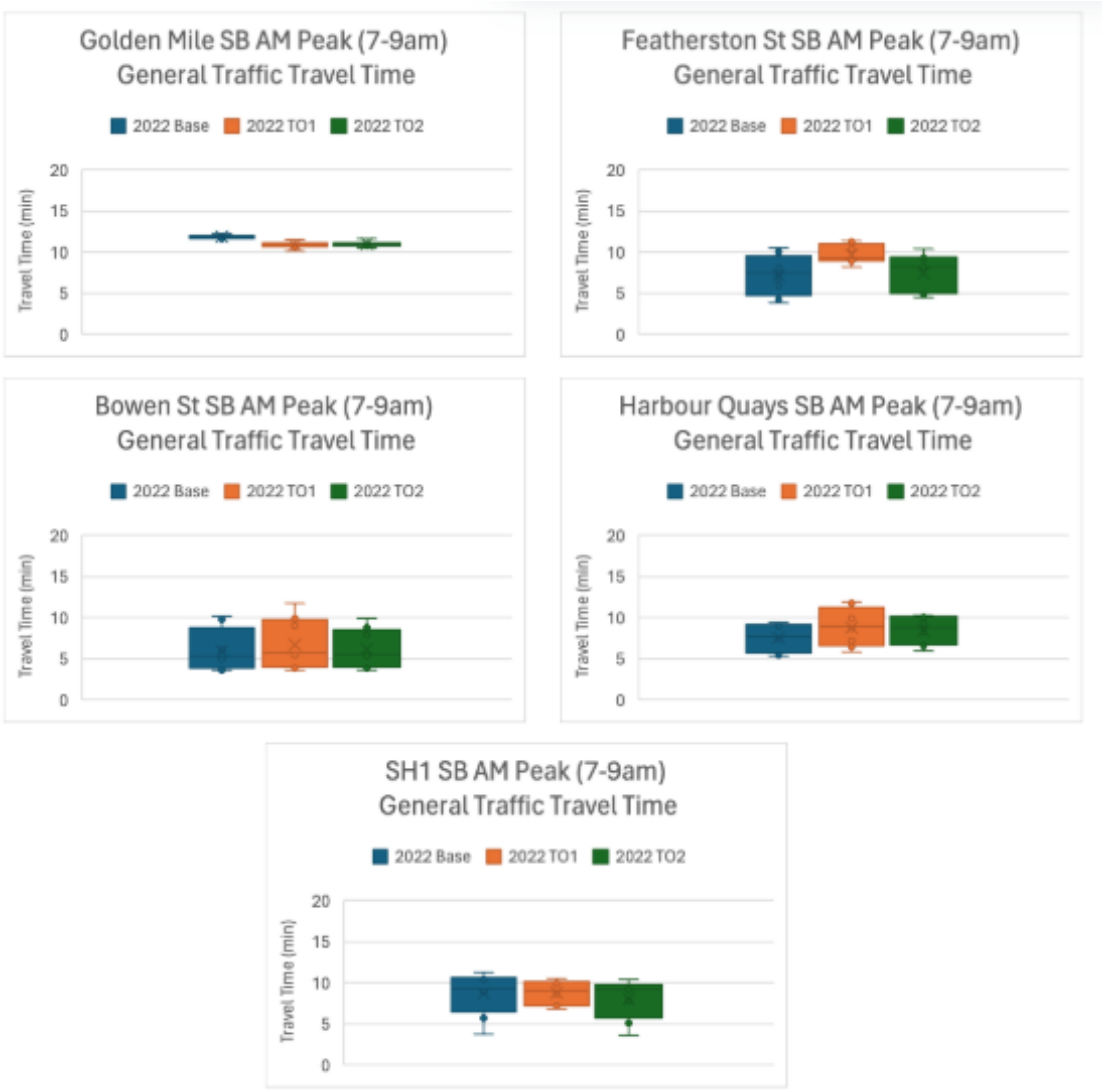


Figure 3-5:Option Selection Model - GT Travel Time comparison 2022 AM Peak

The model results showed that

- Golden Mile (SB): minimal impact across all scenarios, meaning general traffic on the Golden Mile is not significantly affected by TO1 or TO2.
- Featherston Street (SB): Slight increase in travel time for TO1, suggesting minor congestion impacts due to reallocation of road space. TO2 performs similarly to the base scenario, indicating it does not significantly impact general traffic flow.

- Harbour Quay (SB): TO1 and TO2 introduce slight increases in travel time, but the overall difference is minor. TO2 shows better consistency, reducing extreme fluctuations in travel time.
- Bowen Street (SB): TO1 shows greater variability in travel time, suggesting inconsistent traffic flow conditions. TO2 provides more stable travel times, making it a better option for maintaining general traffic efficiency.
- SH1 (SB): Minimal impact across all scenarios, indicating that neither TO1 nor TO2 significantly affect SH1 travel times. Travel times remain consistent, making this route resilient to proposed bus service changes.

TO2 performs slightly better than TO1 as it results in more stable travel times across all key corridors, while TO1 introduces slightly more variability that may negatively impact general traffic flow especially on Featherston Street.

3.4.2. Key finding for PM Peak

The Figure 3-6 below show the impact on general traffic travel time (PM peak) for the proposed TO1 and TO2 routing options.

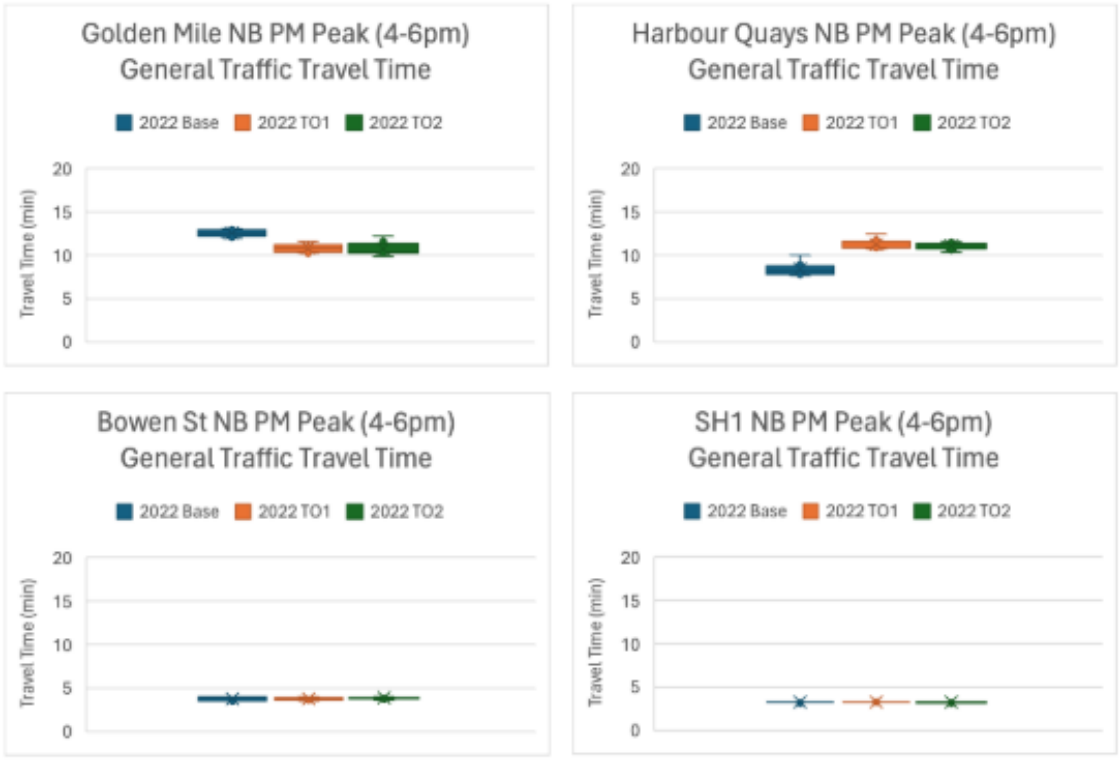


Figure 3-6: Option Selection Model - GT Travel Time comparison 2022 PM Peak

The model results showed that

- Golden Mile NB (Northbound): Minimal impact across all scenarios, meaning general traffic on the Golden Mile is not significantly affected by TO1 or TO2.
- Harbour Quays NB (Northbound): TO1 and TO2 show a slight increase in travel time compared to the base scenario, indicating minor congestion impacts.

- Bowen St NB (Northbound): No significant change across all scenarios, meaning TO1 and TO2 have little impact on travel times along this corridor.
- SH1 NB (Northbound): Minimal impact across all scenarios, indicating that neither TO1 nor TO2 significantly affect SH1 travel times.

While both TO1 and TO2 show a slight improvement in general traffic travel time on the Golden Mile compared to the 2022 Base scenario, this should be interpreted with caution, as general traffic is planned to be removed (or largely restricted) from the Golden Mile by 2029. The observed differences relate only to the 2022 conditions. Meanwhile, these improvements come at the cost of reduced performance on the Harbour Quays corridor. Overall, there are no noticeable differences among the three scenarios in terms of general traffic performance.

3.5. Intersection performance

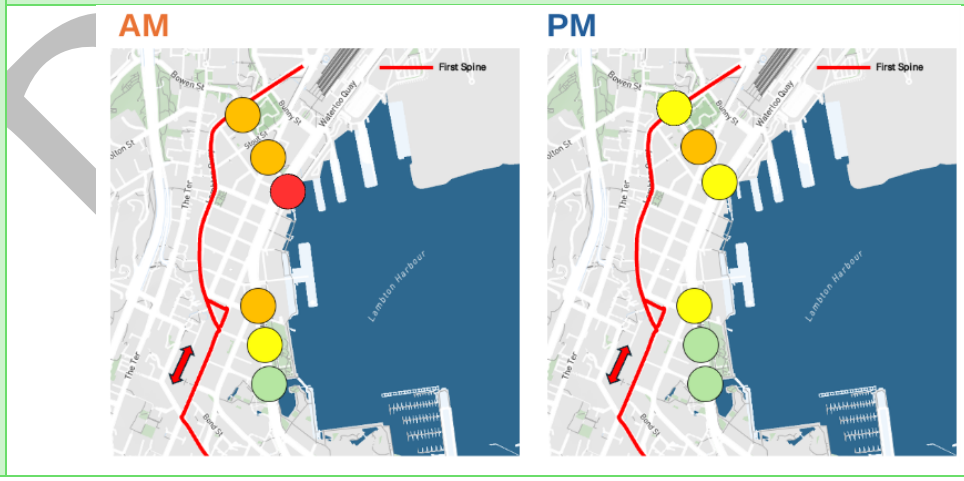
The Table 3-2 summarises the analysis of traffic performance on key intersections along the Second Spine corridor during the AM (7-9 AM) and PM (4-6 PM) peak periods. The assessment focuses on average delay (seconds) and Level of Service (LOS) to establish a reference point for future comparisons under different transport scenarios.

Table 3-2: Option Selection Model – Intersection Performance Summary

Intersection Performance

2022 Base

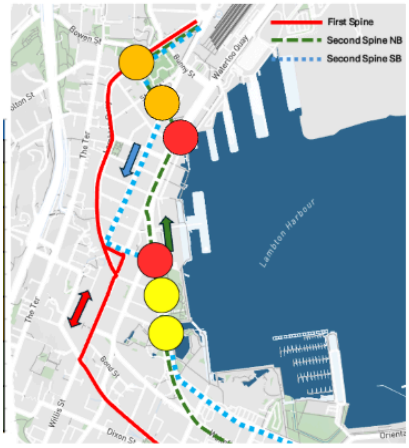
site	AM average delay (sec)	AM LOS	PM average delay (sec)	PM LOS
Whitmore St / Lambton Quay	46	D	35	D
Whitmore St / Featherston St	42	D	38	D
Whitmore St / HQ	59	E	30	C
HQ / Hunter St	53	D	35	C
HQ / Willeston St	23	C	14	B
HQ / Harris St	16	B	18	B



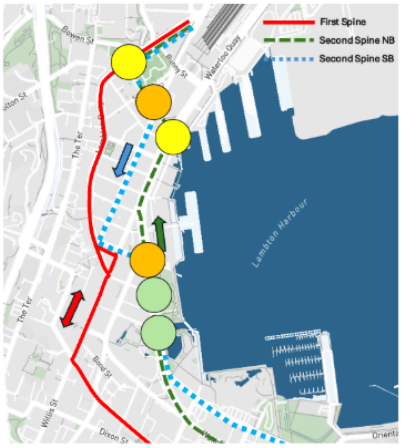
2022 Option TO1

site	AM average delay (sec)	AM LOS	PM average delay (sec)	PM LOS
Whitmore St / Lambton Quay	42	D	33	C
Whitmore St / Featherston St	48	D	39	D
Whitmore St / HQ	61	E	34	C
HQ / Hunter St	58	E	40	D
HQ / Willeston St	28	C	16	B
HQ / Harris St	22	C	19	B

AM

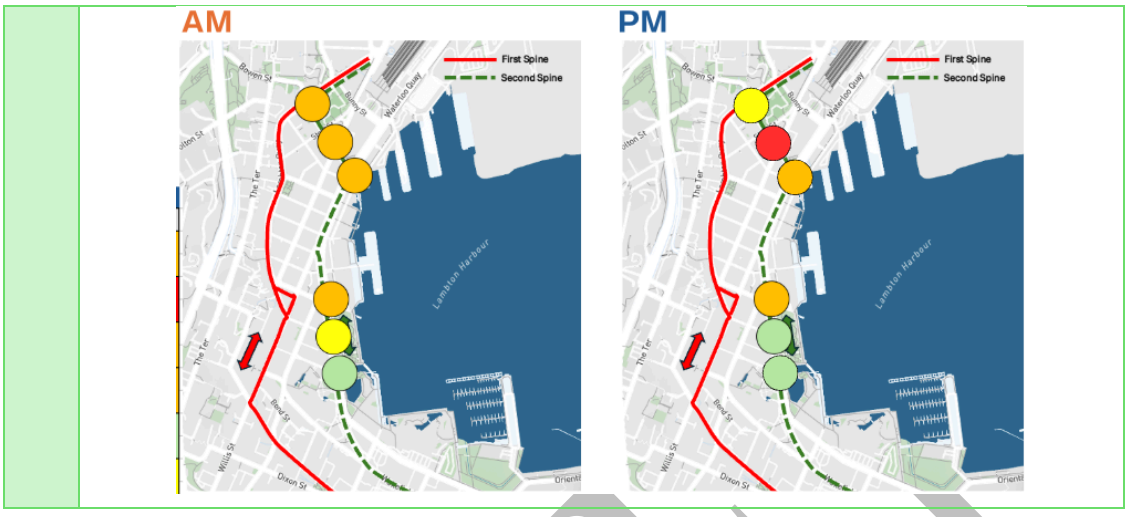


PM



2022 Option TO2

site	AM average delay (sec)	AM LOS	PM average delay (sec)	PM LOS
Whitmore St / Lambton Quay	39	D	35.12	D
Whitmore St / Featherston St	46	D	57	E
Whitmore St / HQ	49	D	41	D
HQ / Hunter St	45	D	36	D
HQ / Willeston St	24	C	16	B
HQ / Harris St	20	B	20	C



The model results showed that

- Under Base Scenario, the existing traffic experiences greater congestion in both peaks, particularly at Whitmore St / Hunter St and Whitmore St / HQ, where delays are highest.
- TO1 introduces higher delays in the AM peak, especially at Whitmore St / HQ and HQ / Hunter St.
- TO2 performs slightly better than TO1 in the AM peak but introduces severe congestion at key intersections in the PM peak.

3.6. Sensitivity test

As part of the TO1 evaluation, an assessment was conducted to determine the most suitable connection onto the Quays. Considering Hunter Street, Willeston Street, and Harris Street.

- Willeston St: Featherston St – Hunter St – Victoria St – Willeston St – Jervois Quay
- Harris St: Featherston St – Hunter St - Victoria St – Harris St – Jervois Quay
- Hunter St: Featherston St – Hunter St - Jervois Quay

The three bus route options - Willeston Street, Harris Street, and Hunter Street were assessed to determine their impact on traffic flow and Level of Service (LOS) at key intersections along the corridor. The analysis focuses on the average delay (Table 3-3) and corresponding LOS (Figure 3-7) for each option, to inform the most efficient connection to the Quays.

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Table 3-3: TO1 alternative connections Sensitivity Test - Intersection delay

WILESTON STREET	AM	
site	average delay (sec)	LOS
HQ / Hunter St	55	D
HQ / Willeston St	26	C
HQ / Harris St	17	B

HARRIS STREET		
HQ / Hunter St	54	D
HQ / Willeston St	24	C
HQ / Harris St	18	B

HUNTER STREET		
HQ / Hunter St	58	E
HQ / Willeston St	28	C
HQ / Harris St	22	C

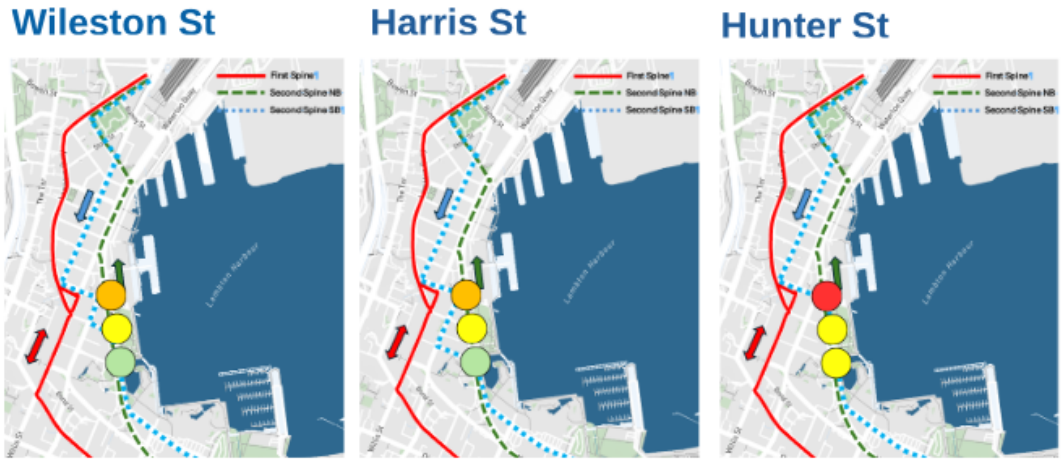

Figure 3-7: TO1 alternative connections Sensitivity Test - Intersection LoS

The model results showed that

- Hunter Street is the least favourable option, as it results in the highest delays and worst LOS (E) at the Hunter Street intersection.
- Willeston Street and Harris Street offer better network performance, with delays remaining within an acceptable range (LOS B-C).
- The findings suggest that either Willeston or Harris Street would be a more suitable connection point for bus movements onto the Quays while minimising congestion impacts on general traffic, if TO1 is progress further.

3.7. Option Selection Model findings

Based on the above assessment, the option comparison evaluation—conducted to inform the Multi-Criteria Assessment (MCA)—considered travel time, variability, multi-modal impacts, and intersection performance. Table 3-4 below summarises the considerations and discussions comparing each of the Options against the Base scenario.

Table 3-4: Option Selection discussion summary

Option	Score	Key Rationale Summary
Base	**0**	• It is assumed that the future Do Minimum scenario will have Golden Mile fully implemented with Bus Demand increases to 150 buses per hour per direction • For the purpose of comparing options between TO1 and TO2 under the current MCA, future scenario is not scored.
TO1	**-1**	• Travel time and variability has no significant difference among all three scenarios across the network • Willeston St connection is performing better than Harris St and Hunter St, at Jervois Qy • Whitmore St signals will be challenging to optimize especially for the RTs to Featherston St and/or Harbour Qy
TO2	**-1**	• Travel time and variability has no significant difference among all three scenarios across the network • Less risks for connection at Jervois Qy as 2nd Spine buses do not go via Featherston St; • Intersection performance is similar to Base

The model results showed that

- Both TO1 and TO2 have slightly negative effects on general traffic performance comparing to the Base scenario.
- TO2 is showing slightly better performance than TO1, though not significantly different enough to justify distinct scores.
- Future impacts are likely to be more significant due to increased bus frequency and vehicle demand, though the relative differences between options remain similar.

It is noted that Option TO2 has been identified as the preferred option post to the MCA workshop with Subject Matter Expertise (SMEs) and client representatives from WCC and GWRC.

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4. Evaluate of Preferred Option Impact

4.1. Option TO2 Design Improvements

Following the option selection exercise discussed in the previous sections, a more detailed modelling assessment was carried out to fully evaluate the preferred option. This section of the report presents the modelling results for Option TO2.

There has been number of design improvements of the TO2 post to the option selection stage in terms of Signal design optimisation, Bus Stop design optimisation, and Bus frequency operational design optimisation.

It should be noted that the Preferred Option model assumptions and results are different to the previous option selection models as a result of the design improvements. At the same time, these changes will not impact on the option selection outcomes, because the same design improvement could be applied to the alternative Option TO1 as well, which it will not change the relative difference between the two options.

4.1.1. Traffic Signal design optimisation

The following signalised intersection has been redesigned in term of signal phasing and timing. The signal operation in the vicinity area should be considered as a network as a whole. Therefore, all relevant key signalized intersections have been carefully reviewed and optimized where it is appropriate.

- Whitmore Street at Waterloo Quay
- Whitmore Street at Lambton Quay
- Whitmore Street at Stout Street
- Whitmore Street at Featherston Street
- Willeston Street at Jervois Quay
- Wakefield Street at Taranaki Street
- Wakefield Street at Blair Street
- Willis Street at Manners Street

The detailed phasing arrangements, phasing time, cycle time for each scenario, each model year and each peak periods can be found in *Appendix A – Model Signal Phasing and Timing.*

The following describes the reasoning behind the signal phasing and timing adjustments applied at each intersection:

- At the intersection of Whitmore Street and Waterloo Quay

  Under the TO2 scenario, a significant increase in bus volumes is expected. To accommodate this, more green time was allocated to the phase allowing movements between Whitmore Street and Customhouse Quay to support uninterrupted bus flow.

- For the intersections of Whitmore Street at Lambton Quay, Stout Street, and Featherston Street

  The signal cycles were aligned to use the same cycle time. The phase sequence was also adjusted to allow the majority of left-turning traffic from Customhouse Quay to proceed through Whitmore Street in a single green wave. This is particularly important given the short length of

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Whitmore Street — without coordinated progression, the queue for the left-turn movement would extend quickly, leading to upstream congestion on Customhouse Quay.

- At the intersections of Willeston Street at Jervois Quay, Wakefield Street at Taranaki Street, and Wakefield Street at Blair Street

  The cycle times were also unified. The phase order was modified to enable smoother progression along Wakefield Street, which is expected to carry a higher volume of buses under the TO2 scenario. Without this continuous flow, queuing would increase significantly, negatively impacting network performance.

- At the Willis Street and Manners Street intersection

  Due to the rerouting of a significant number of buses away from the Golden Mile in the TO2 model, fewer buses are expected to travel between Manners Street and Willis Street. As a result, the green time allocated to that movement was reduced, and the total cycle time shortened. This approach helps minimise phase waste and improves signal frequency, making better use of available capacity.

4.1.2. Bus Stop design optimisation

The bus stops have been further refined in terms of location, capacity, and types. These refinements were particularly important for accurately representing the 2033 scenarios on the 1st Spine (Golden Mile), where the removal of private motor vehicles will result in a fundamentally different corridor design. As a result, the number and configuration of bus stops on the Golden Mile in 2033 differ significantly from those in 2022. The detailed information can be found in **Appendix B – Model Bus Stops Design Assumptions**.

4.2. Full Model Assumptions

This section examines the performance of the Preferred Option TO2. To evaluate its effectiveness within the integrated 2022 base model and projected 2033 demand scenario, the following model criteria and results are assessed. A comparison is made between the Base 2022 and DoMin 2033 scenario, against the Option TO2 2022 and Option TO2 2033 scenario across AM, IP, and PM peak periods, using five model replications with random seeds.

Modelled Time Periods and Demand Input:

- AM Period: 6:00 AM – 11:00 AM
  - Demand input: 6:00 AM – 10:00 AM
  - Reporting peak: 7:00 AM – 9:00 AM
- Inter-Peak Period: 10:00 AM – 3:00 PM
  - Demand input: 10:00 AM – 2:00 PM
  - Reporting peak: 11:00 AM – 1:00 PM
- PM Period: 3:00 PM – 8:00 PM
  - Demand input: 3:00 PM – 7:00 PM
  - Reporting peak: 4:00 PM – 6:00 PM

Each simulation period spans 5 hours, while the demand inputs cover 4 hours within each respective window. The additional hour in the modelled period is included to allow for full clearance of network traffic after the demand ends, ensuring more comprehensive performance evaluation across the network.

A total of 60 model runs (2 scenarios × 2 years × 3 time periods × 5 replications) were conducted for this analysis.

4.3. Full Model Result

4.3.1. Network performance stats

The overall network performance (Table 4-1) for TO2 has been assessed against the Base/Do Minimum (DM) scenario for 2022 and 2033 across key metrics: average travel time, average distance travelled, and average speed.

Table 4-1: Overall Network Stats comparison - Preferred Option TO2

Year	Period	Average Travel Time (min/veh)		%Diff	Average Distance Travelled (km/veh)		%Diff	Average Speed (km/h)		%Diff
		Base/DM	TO2		Base/DM	TO2		Base/DM	TO2	
2022	AM	12.6	12.5	-0.9%	6.8	7.0	2.1%	35.8	36.1	1.0%
	PM	10.6	11.0	3.4%	6.4	6.5	1.8%	36.7	36.1	-1.6%
2033	AM	15.0	14.9	-1.3%	6.9	7.0	1.2%	32.5	32.4	-0.2%
	PM	11.8	12.1	2.2%	6.4	6.5	1.9%	35.0	34.7	-1.0%

The model results showed that

- Average Travel time
    - In both model years, the AM peak average travel time shows a reduction: −0.9% in 2022 and −1.3% in 2033, indicating improved travel efficiency during morning peak periods.
    - In the PM peak, travel times increase in both years: +3.4% in 2022 and +2.2% in 2033, reflecting reduced efficiency in the evening periods under both scenarios.
    - While the direction of change is consistent across both years—AM improvements and PM degradations—the magnitude of change in 2033 is smaller than in 2022, suggesting a more stable network performance and reflecting long-term efficiency gains.
- Average Distance Travelled:
    - Average trip distances increased across all four scenarios. These consistent increases suggest that some level of network rerouting has occurred during both peak periods, potentially as vehicles respond to the reallocation of road space and changes in bus-priority infrastructure under TO2.
- Speed Performance:
    - The slight AM improvement in 2022 aligns with the travel time reduction, while the PM speed decline reflects typical congestion patterns during evening peak periods.
    - In 2033, both AM and PM speeds experience small reductions (below −1.0%), suggesting that TO2 continues to support a relatively stable traffic environment, even under intensified network demand and constrained road space.

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TO2 demonstrates measurable network benefits, making it a viable solution for future traffic management and bus network optimisation.

- TO2 supports improved AM peak efficiency, with consistent reductions in travel time across both 2022 and 2033, indicating enhanced performance during morning commuter periods.
- While PM peak travel times increase, the smaller rise in 2033 compared to 2022 reflects a more stable system under future demand, suggesting improved resilience over time.
- Average distance travelled increases modestly in all scenarios, implying consistent network rerouting in response to corridor changes.
- Speed performance remains largely stable, with only minor variations observed. The slight reductions in 2033 speeds do not indicate significant congestion impacts, confirming that TO2 maintains overall flow conditions across peak periods.

4.3.2. Modelled Bus Counts

Modelled bus counts for the years 2022 (Base) and 2033 (Do-Minimum) have been generated to evaluate operational capacity and inform service planning across the network.

The following Figure 4-1 and Figure 4-2 show the modelled bus counts along the Golden Mile during the AM and PM peak hours for both 2022 and 2033.

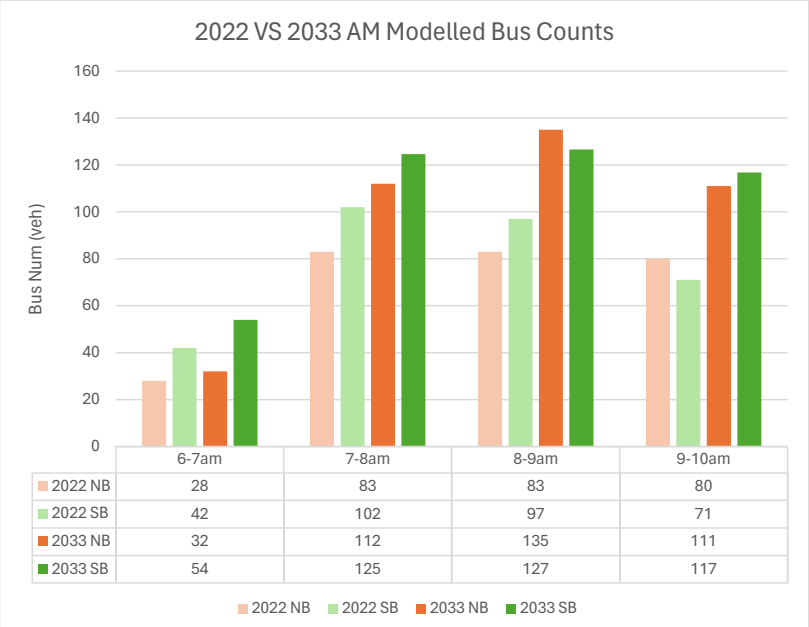


Figure 4-1: Modelled Bus Demand - AM Period 6am - 10am

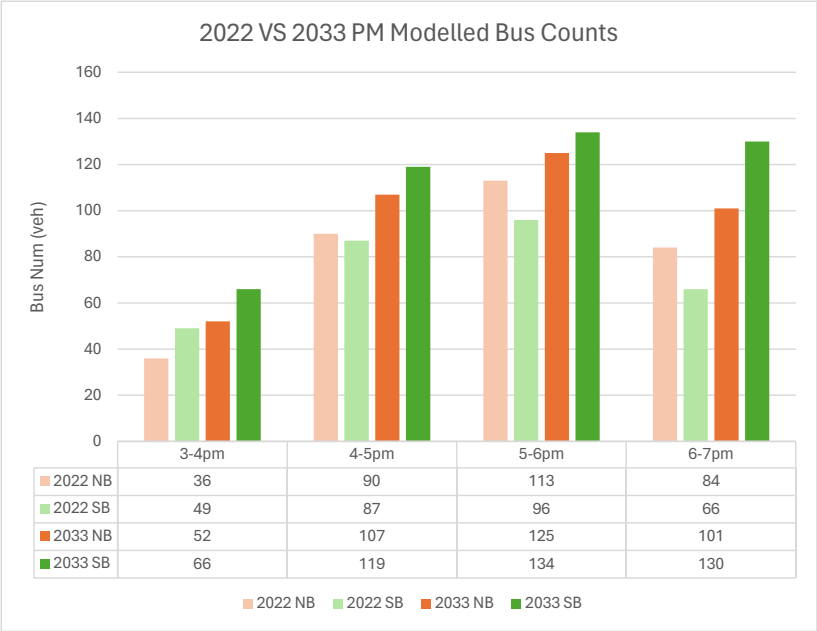


Figure 4-2: Modelled Bus Demand - PM Period 3pm - 7am

The model results showed that

- There is a clear increase in the number of buses in 2033 compared to 2022, reflecting rising input demand. This increase is particularly notable in the northbound direction during the AM peak, and in the southbound direction during the PM peak.
- While the input demand mainly intensifies during 7–9 AM and 4–6 PM, the modelled outputs show a significant rise in bus counts during the 9–10 AM and 6–7 PM periods. This suggests that by 2033, a portion of the additional services intended for the core peak hours may be delayed, resulting in a spillover of vehicle operations into the subsequent hour.

4.3.3. Bus speed

Table 4-2 presents a comparison of average bus travel speeds along two key corridors – 1st Spine (Golden Mile) and the 2nd Spine (HQ corridor) – for both Base/DM and TO2 Option models during the AM and PM peak periods in 2022 and 2033. For the 2nd Spine, the Base/DM scenarios include only the HX bus service, as no other services operate along this corridor in those models.

Table 4-2 Average Bus Speeds Comparison

Year	Period	Golden Mile Bus Speed (km/h)		%Diff	2nd Spine Bus Speed (km/h)		%Diff
		Base/DM	TO2		Base/DM	TO2	
2022	AM	8.4	9.3	11.4%	16.6	12.0	-27.7%
	PM	8.4	9.1	8.9%	13.1	10.1	-22.4%
2033	AM	8.9	9.5	6.6%	17.6	10.7	-39.3%
	PM	8.7	9.7	10.9%	11.4	9.7	-14.9%

The model results showed that

- Bus speeds along the Golden Mile corridor improved in all TO2 scenarios when compared to their respective Base/DM models. In contrast, bus speeds along the 2nd Spine corridor decreased across all TO2 scenarios, with the most significant reduction observed in the 2033 AM peak (-39.3%).
- Among all scenarios, the TO2 performance in the 2022 AM peak delivered the strongest relative improvement along the Golden Mile (+11.4%) and the least decline on the 2nd Spine (-27.7%). Conversely, the 2033 AM TO2 scenario shows the weakest overall performance, combining only a modest improvement on the Golden Mile (+6.6%) with the most substantial reduction in 2nd Spine bus speed—dropping from 17.6 km/h to 10.7 km/h, a 39.3% decrease.
- Bus speeds on the 2nd Spine were notably higher than those on the Golden Mile

4.3.4. Bus travel time

The following Figure 4-3 to Figure 4-6 show the modelled bus travel time comparison on 1st Spine Corridor and 2nd Spine Corridor under each travel direction and each modelled year.

- Bus travel time 2022 AM

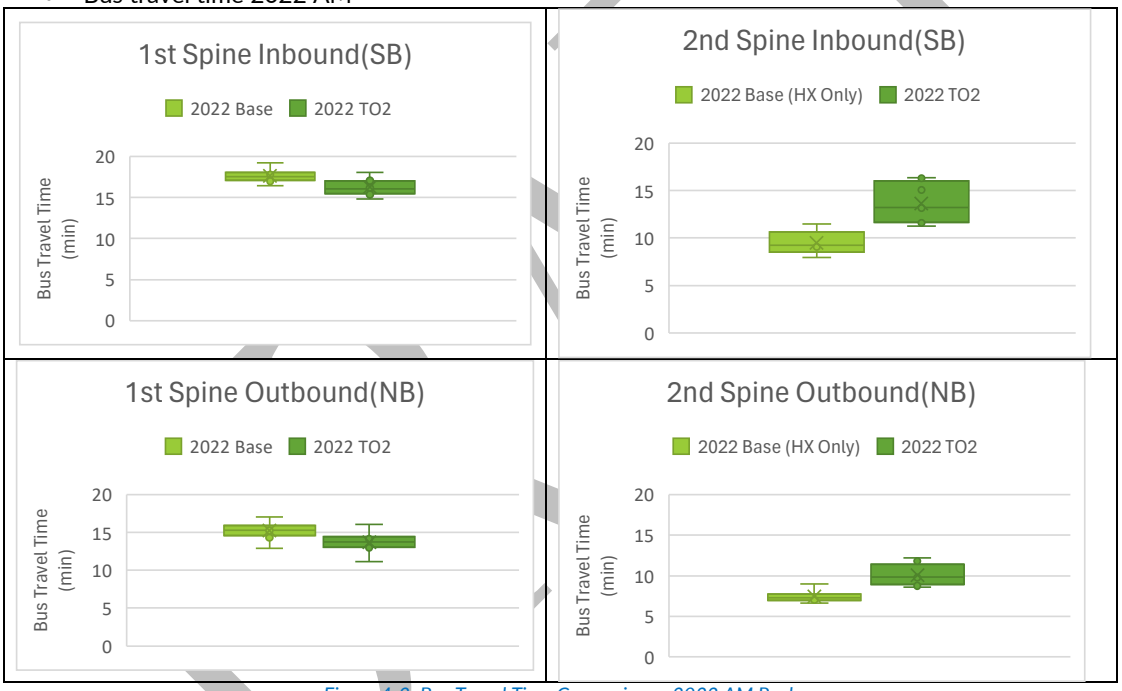


Figure 4-3: Bus Travel Time Comparison - 2022 AM Peak

- Bus travel time 2022 PM

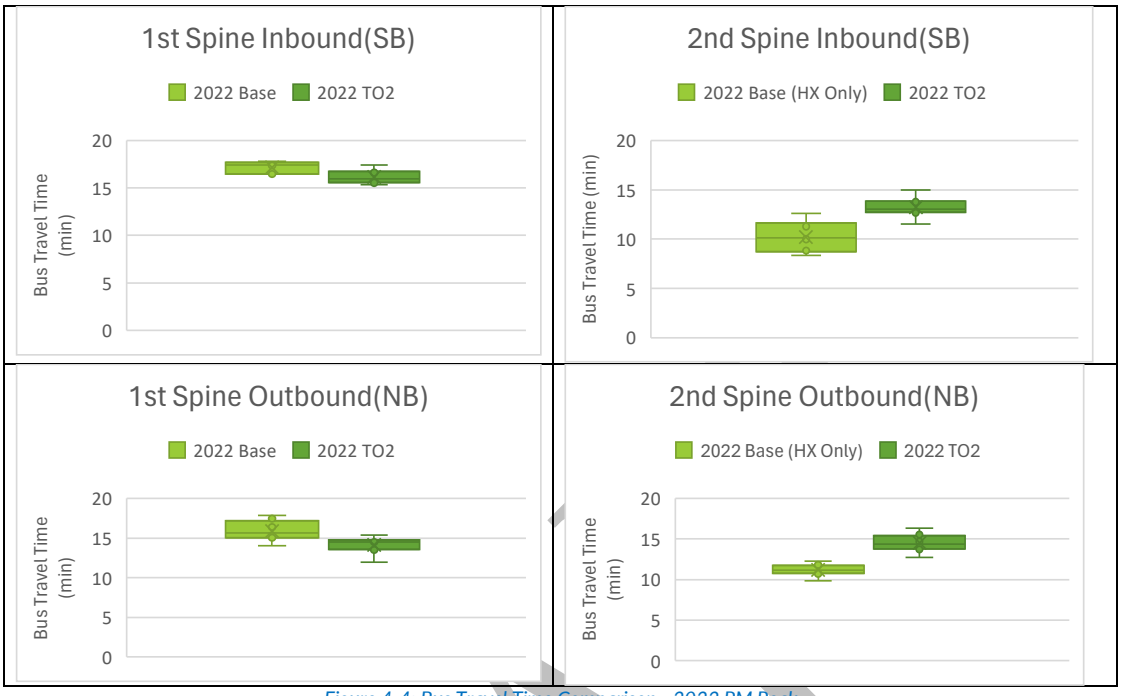


Figure 4-4: Bus Travel Time Comparison - 2022 PM Peak

- Bus travel time 2033 AM

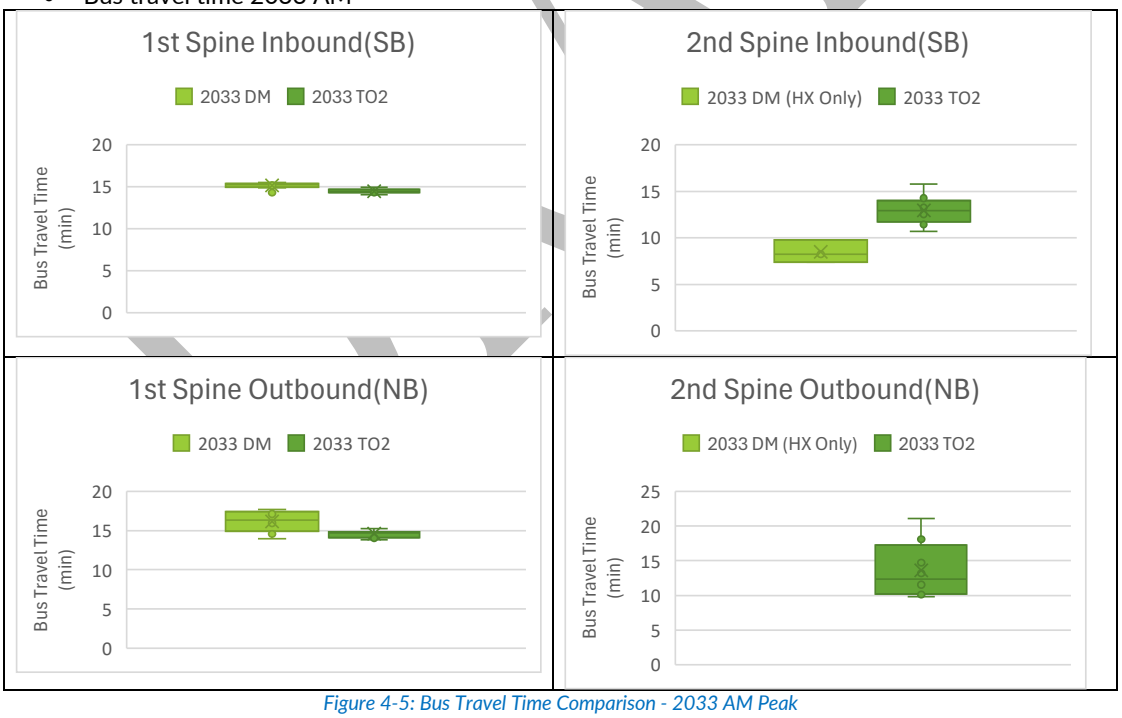


Figure 4-5: Bus Travel Time Comparison - 2033 AM Peak

- Bus travel time 2033 PM

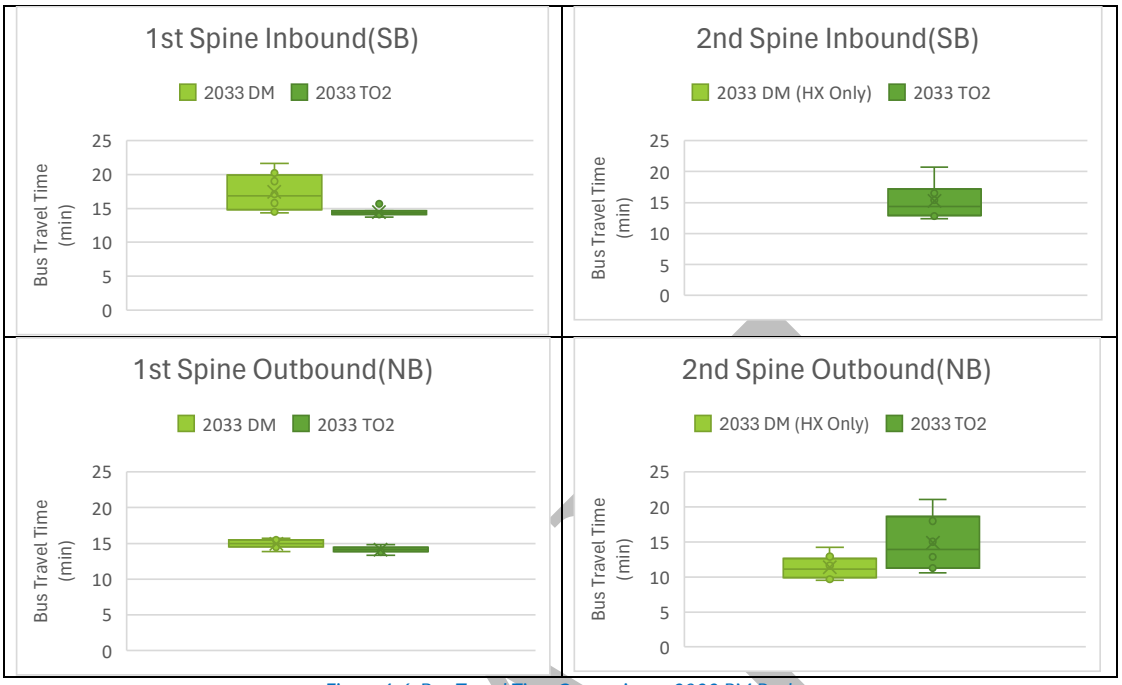


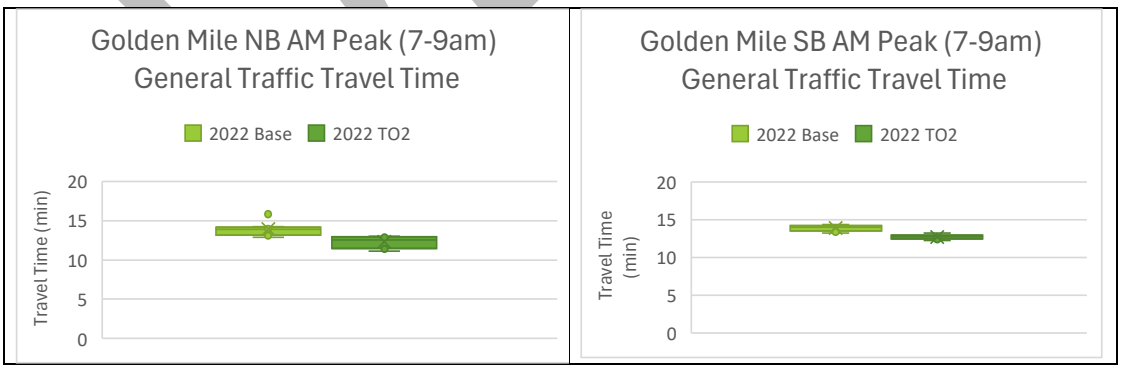
Figure 4-6: Bus Travel Time Comparison - 2033 PM Peak

The model results showed that

- The Bus travel time and travel reliability will be significantly improved on the Golden Mile (1st Spine) corridor especially in the future 2033 scenario.
- The Waterfront front (2nd Spine) corridor is expected to increase Bus travel time and travel reliability due to the high demand of traffic as well as the inline bus stops will impact of the signal coordination.

4.3.5. General vehicle travel time

The following Figure 4-7 to Figure 4-14show the modelled general traffic travel time comparison on Four key corridors including 1st Spine Corridor, 2nd Spine Corridor, Bowen Street and SH1 under each travel direction and each modelled year.



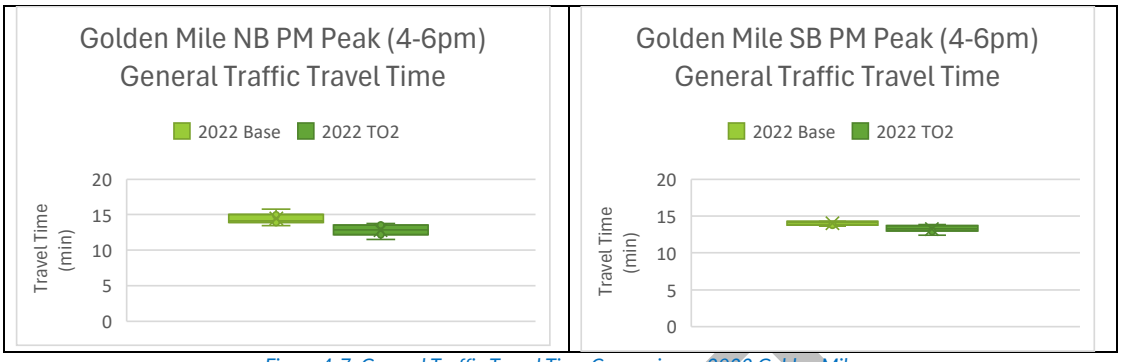


Figure 4-7: General Traffic Travel Time Comparison - 2022 Golden Mile

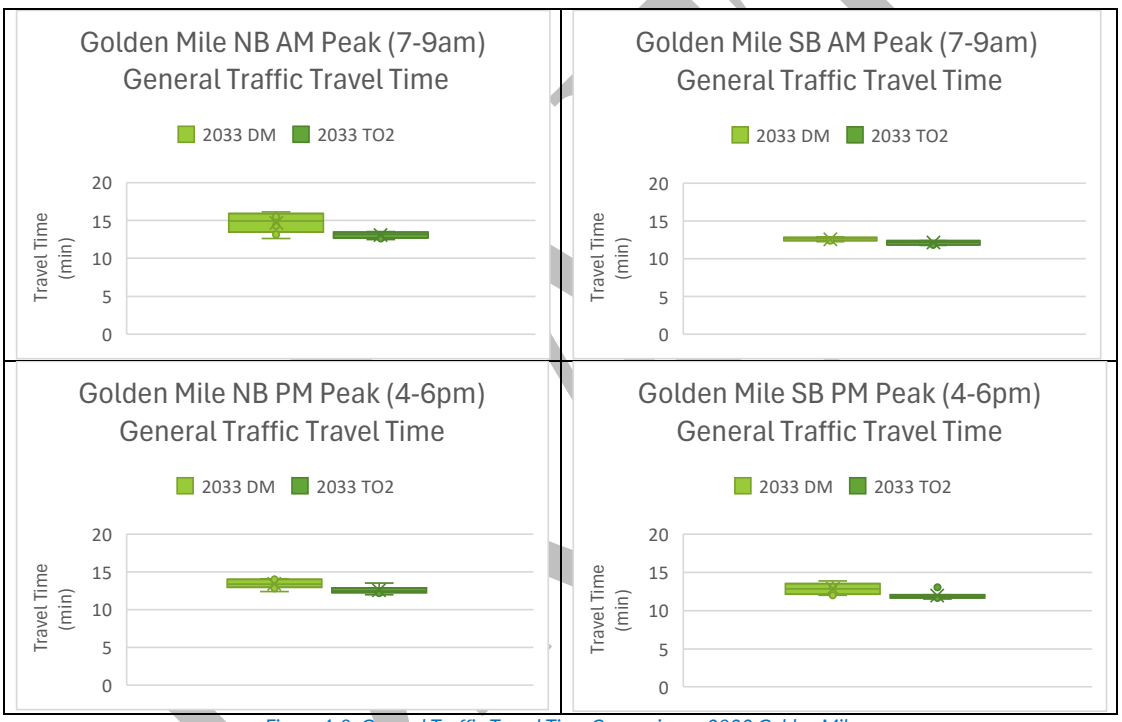
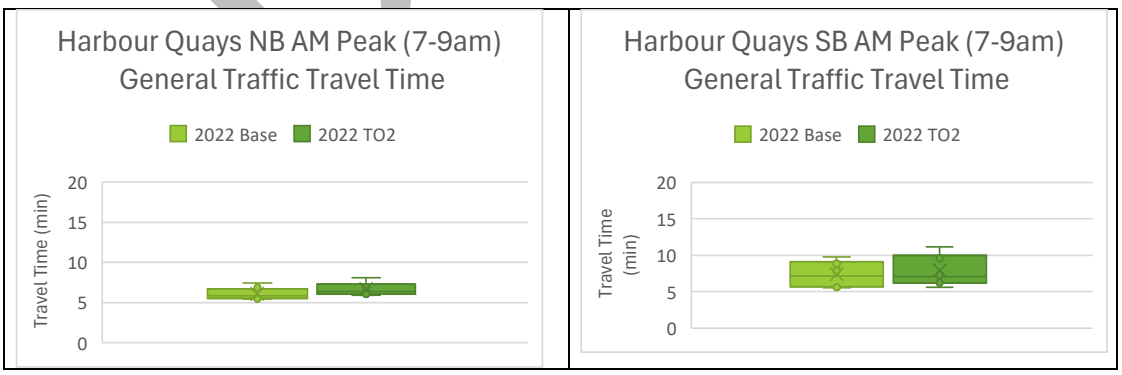


Figure 4-8: General Traffic Travel Time Comparison - 2033 Golden Mile



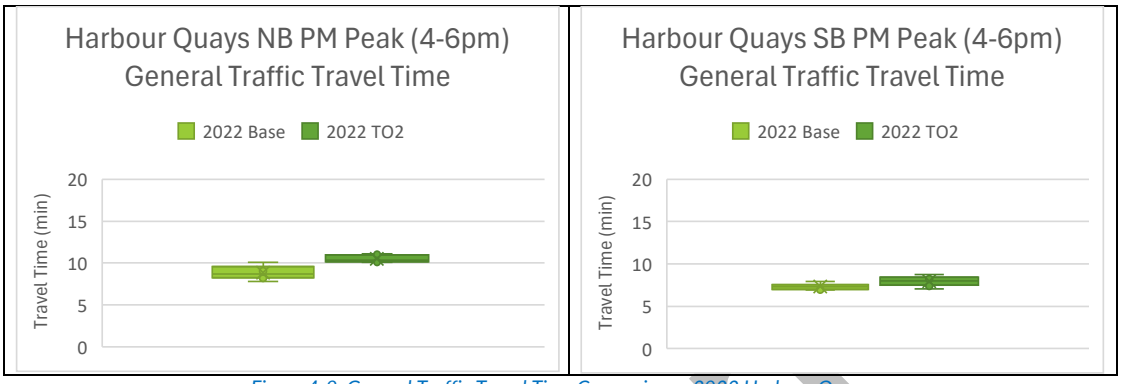


Figure 4-9: General Traffic Travel Time Comparison - 2022 Harbour Quays

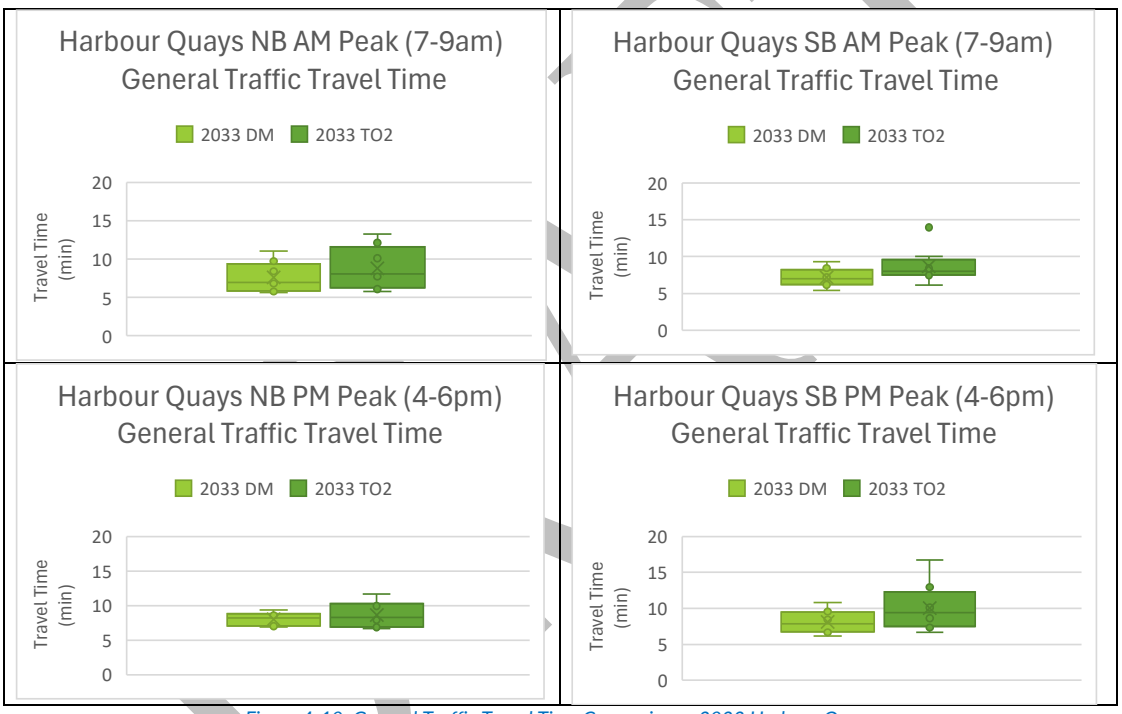
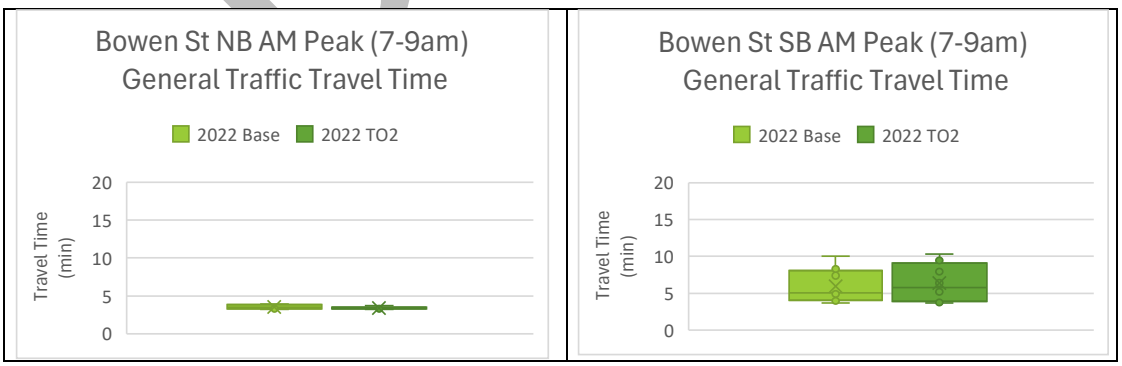


Figure 4-10: General Traffic Travel Time Comparison - 2033 Harbour Quays



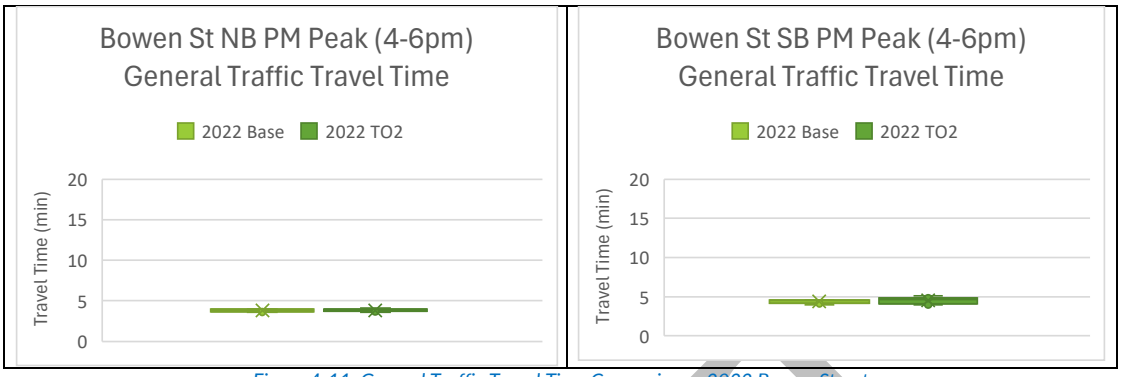


Figure 4-11: General Traffic Travel Time Comparison - 2022 Bowen Street

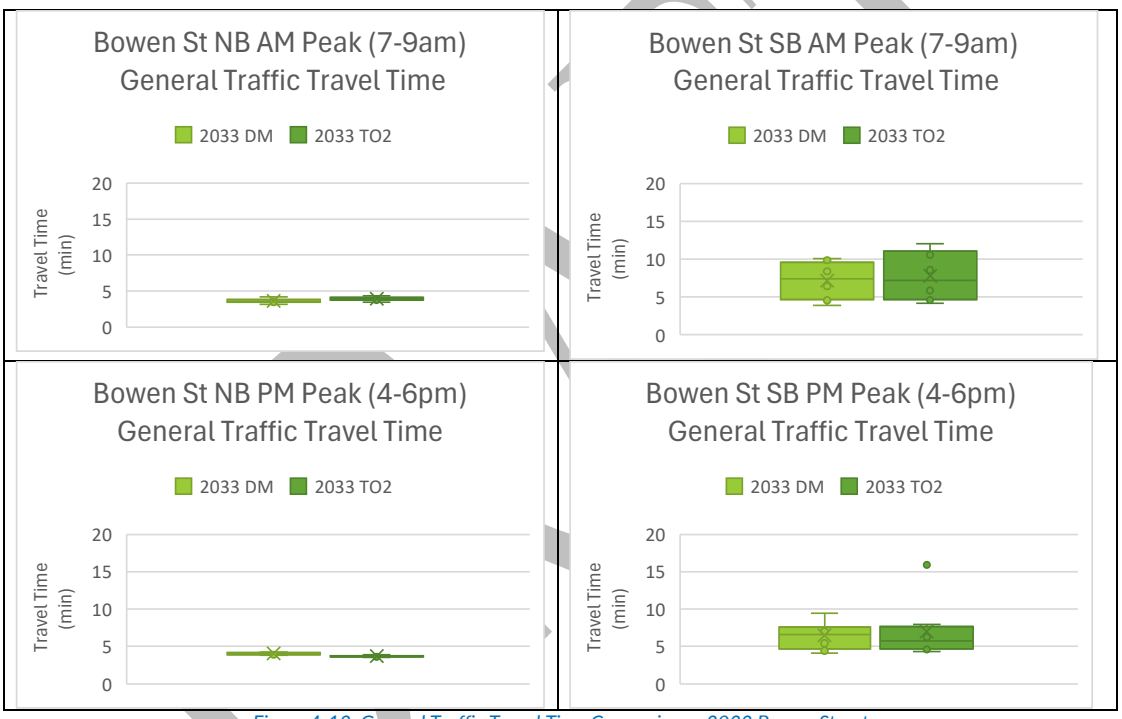
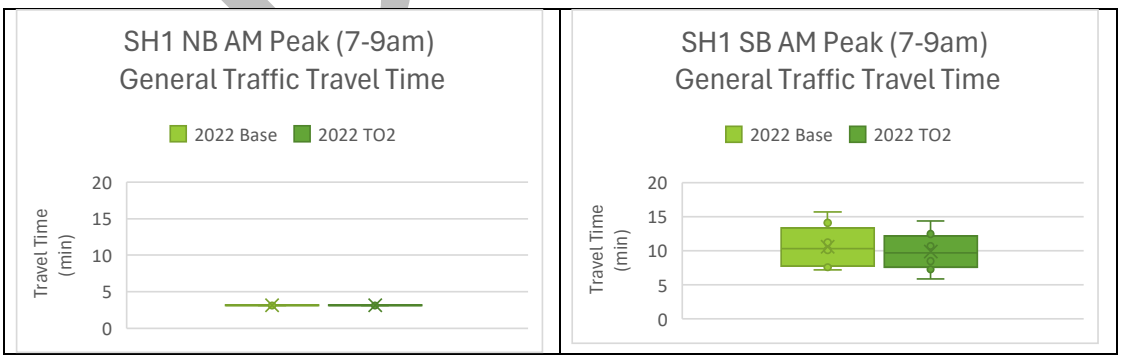


Figure 4-12: General Traffic Travel Time Comparison - 2033 Bowen Street



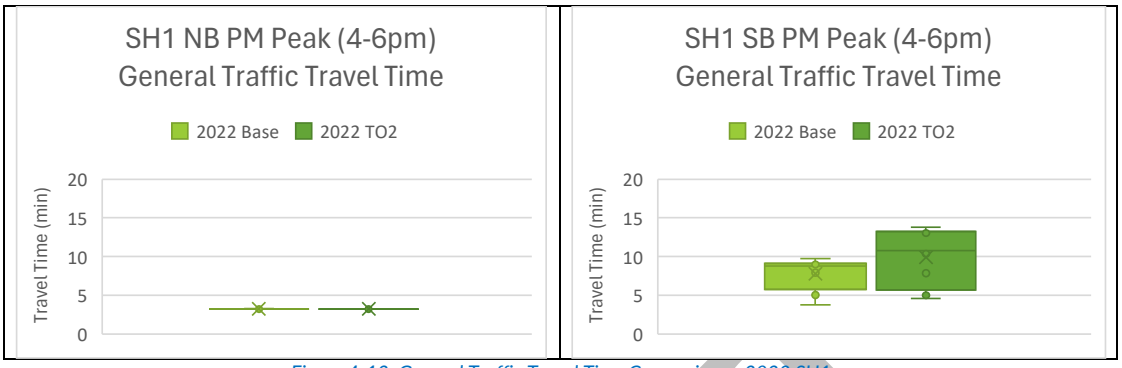


Figure 4-13: General Traffic Travel Time Comparison - 2022 SH1

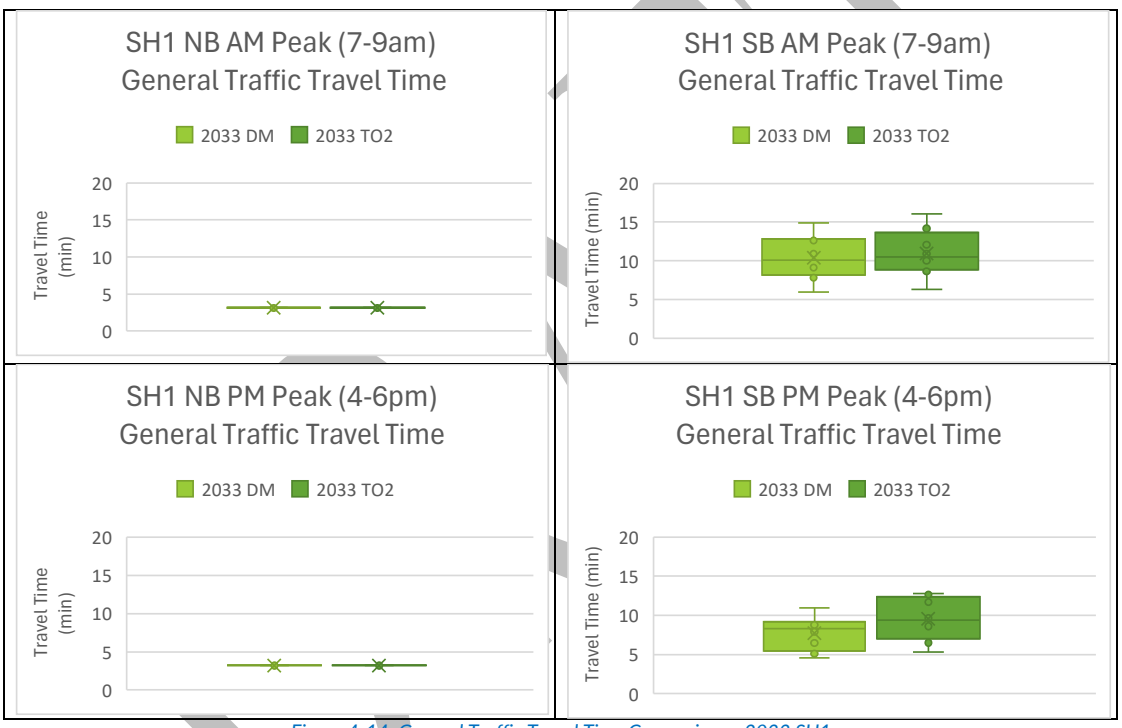


Figure 4-14: General Traffic Travel Time Comparison - 2033 SH1

The model results showed that the travel time under Option TO2 is slight worse on the Harbour Quay corridor comparison to Base / DoMin scenario as expected. At the same time, there is marginal difference in other key corridors analysed.

4.3.6. Intersection modelling

The key intersections' performance have been analysed in more details. The intersection average delay and LOS are summarised in the following tables.

For more detailed intersection performance such as turning delay and queue length, please find in **Appendix C – Model Intersection Performance**, and **Appendix D – Model Intersection Queue Length**.

	AM			PM	
site	average delay	LOS	site	average delay	LOS
Whitmore St / Lambton Quay	48	D	Whitmore St / Lambton Quay	37	D
Whitmore St / Featherston St	50	D	Whitmore St / Featherston St	36	D
Whitmore St / HQ	55	E	Whitmore St / HQ	31	C
HQ / Hunter St	54	D	HQ / Hunter St	40	D
HQ / Willeston St	22	C	HQ / Willeston St	14	B
HQ / Harris St	20	B	HQ / Harris St	19	B
Taranaki St / Courtenay Pl	57	E	Taranaki St / Courtenay Pl	51	D
Taranaki St / Wakefield St	50	D	Taranaki St / Wakefield St	73	E
Taranaki St / Cable St	35	C	Taranaki St / Cable St	47	D
Tory St / Courtenay Pl	49	D	Tory St / Courtenay Pl	39	D
Tory St / Wakefield St	37	D	Tory St / Wakefield St	44	D
Tory St / Cable St	10	A	Tory St / Cable St	14	B

Figure 4-15: Intersection average delay and LoS - 2022 Base

	AM			PM	
site	average delay	LOS	site	average delay	LOS
Whitmore St / Lambton Quay	40	D	Whitmore St / Lambton Quay	34	C
Whitmore St / Featherston St	55	D	Whitmore St / Featherston St	50	D
Whitmore St / HQ	50	D	Whitmore St / HQ	43	D
HQ / Hunter St	53	D	HQ / Hunter St	45	D
HQ / Willeston St	25	C	HQ / Willeston St	15	B
HQ / Harris St	20	B	HQ / Harris St	23	C
Taranaki St / Courtenay Pl	47	D	Taranaki St / Courtenay Pl	57	E
Taranaki St / Wakefield St	48	D	Taranaki St / Wakefield St	83	F
Taranaki St / Cable St	33	C	Taranaki St / Cable St	57	E
Tory St / Courtenay Pl	40	D	Tory St / Courtenay Pl	48	D
Tory St / Wakefield St	37	D	Tory St / Wakefield St	62	E
Tory St / Cable St	10	B	Tory St / Cable St	14	B

Figure 4-16: Intersection average delay and LoS - 2022 Option TO2

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	AM	
site	average delay	LOS
Whitmore St / Lambton Quay	48	D
Whitmore St / Featherston St	68	E
Whitmore St / HQ	69	E
HQ / Hunter St	59	E
HQ / Willeston St	43	D
HQ / Harris St	52	D
Taranaki St / Courtenay Pl	53	D
Taranaki St / Wakefield St	50	D
Taranaki St / Cable St	32	C
Tory St / Courtenay Pl	29	C
Tory St / Wakefield St	39	D
Tory St / Cable St	10	A

	PM	
site	average delay	LOS
Whitmore St / Lambton Quay	81	F
Whitmore St / Featherston St	70	E
Whitmore St / HQ	63	E
HQ / Hunter St	67	E
HQ / Willeston St	30	C
HQ / Harris St	28	C
Taranaki St / Courtenay Pl	43	D
Taranaki St / Wakefield St	45	D
Taranaki St / Cable St	35	C
Tory St / Courtenay Pl	18	B
Tory St / Wakefield St	23	C
Tory St / Cable St	14	B

Figure 4-17: Intersection average delay and LoS - 2033 DoMin

	AM	
site	average delay	LOS
Whitmore St / Lambton Quay	50	D
Whitmore St / Featherston St	77	E
Whitmore St / HQ	72	E
HQ / Hunter St	47	D
HQ / Willeston St	33	C
HQ / Harris St	54	D
Taranaki St / Courtenay Pl	52	D
Taranaki St / Wakefield St	52	D
Taranaki St / Cable St	30	C
Tory St / Courtenay Pl	26	C
Tory St / Wakefield St	35	D
Tory St / Cable St	10	B

	PM	
site	average delay	LOS
Whitmore St / Lambton Quay	46	D
Whitmore St / Featherston St	81	F
Whitmore St / HQ	59	E
HQ / Hunter St	81	F
HQ / Willeston St	61	E
HQ / Harris St	82	F
Taranaki St / Courtenay Pl	46	D
Taranaki St / Wakefield St	75	E
Taranaki St / Cable St	64	E
Tory St / Courtenay Pl	19	B
Tory St / Wakefield St	48	D
Tory St / Cable St	40	D

Figure 4-18: Intersection average delay and LoS - 2033 Option TO2

The model results showed that under the Option TO2 scenario

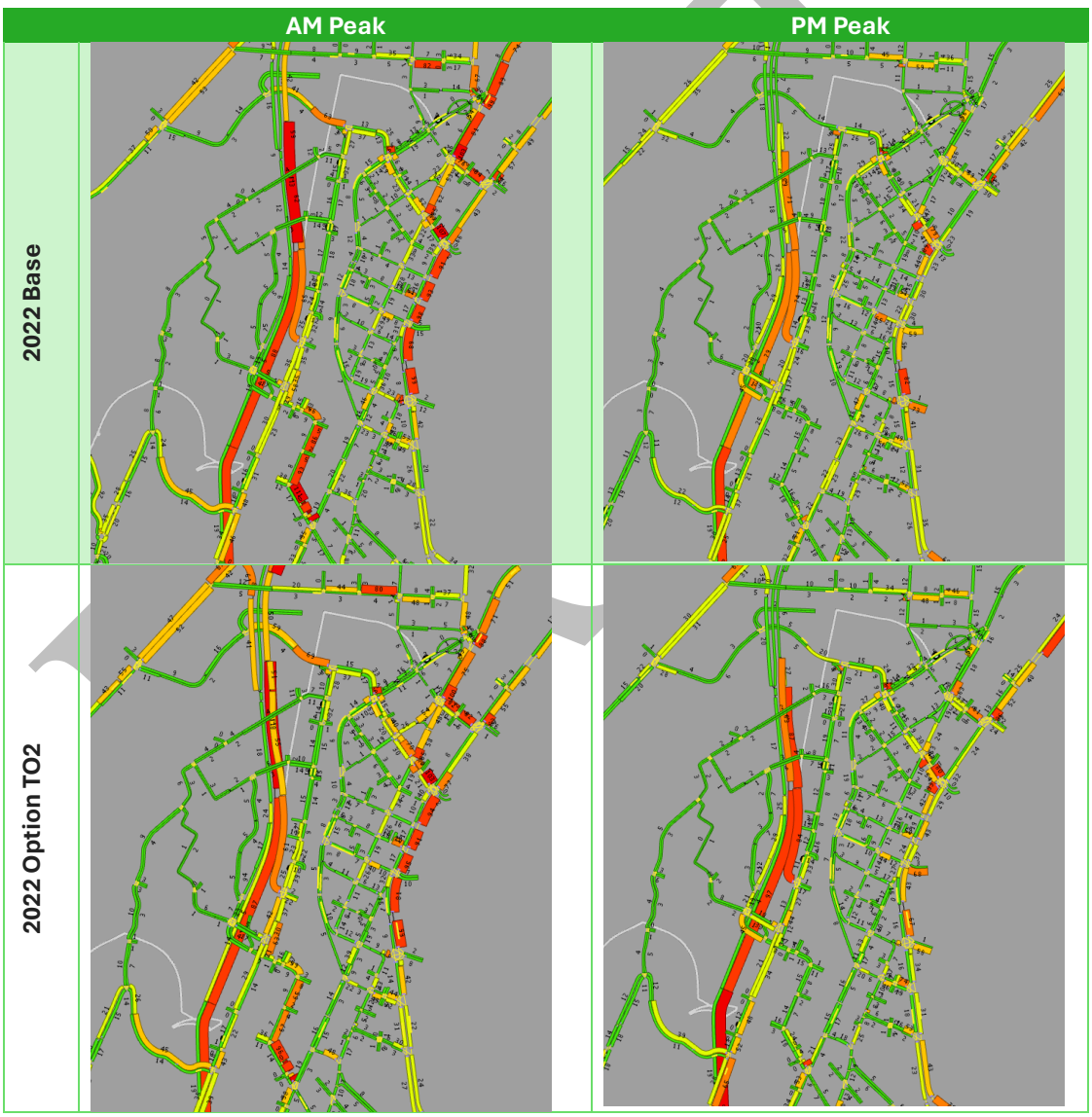
- The adverse impact of the performance on these key intersections are minimal in the AM peak period, and some of the intersections are even slightly improved.
- Intersection performance during the PM peak is significantly compromised due to the much higher overall demand. This increase is driven by both general traffic volumes and the additional buses

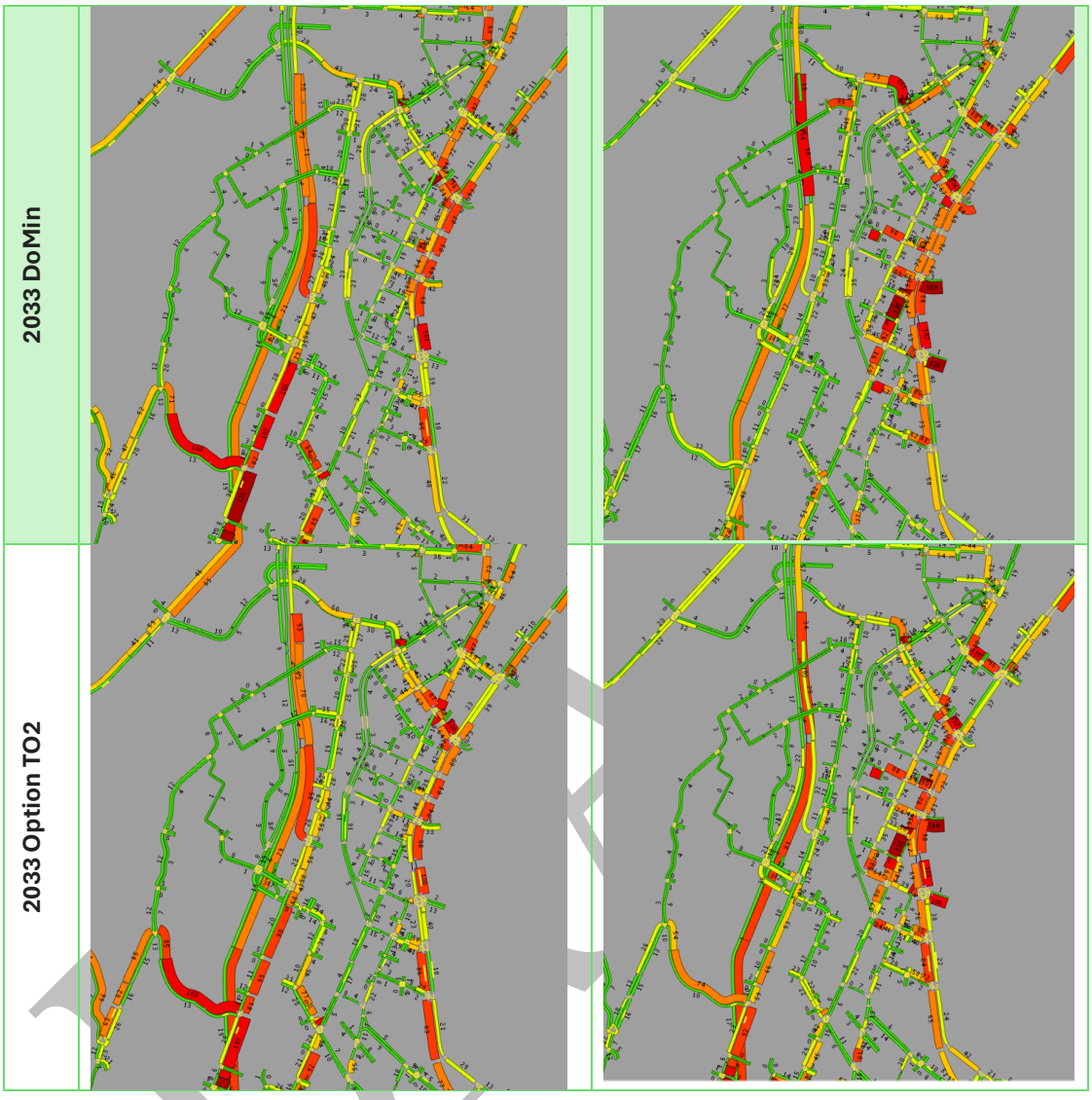
operating along the Harbour Quay corridor. As a result, some intersections along the Taranaki Street corridor begin to reach capacity even under the 2022 scenario, while intersections along the Harbour Quay corridor are projected to exceed capacity by 2033. It is important to note that these pressures are not solely caused by the Harbour Quay project, but rather reflect broader growth in travel demand combined with the redistributed bus movements.

4.3.7. Peak hour density

The following Table 4-3 summaries the screenshots of the modelled Density Plots (veh/km) of the peak 15mins for each peak period, each scenario and each model year.

Table 4-3: Modelled Density Plot Comparison





The model results showed that

- The traffic network operates at an acceptable level for both the Option and Base scenarios in 2022.
- There is no significant difference between DoMin and Option during the future 2033 AM and PM Peak.
- The Option TO2 demonstrated worse traffic density along SH1, particularly in the southbound direction, during the PM peak periods of both 2022 and 2033. This is likely attributable to rerouting effects, which may have concentrated flow along this corridor under the TO2.

4.3.8. General Traffic Flow Difference Plots

This section presents the hourly general traffic (cars only) flow difference plots comparing Base or DM and TO2 scenarios for the AM and PM peak periods in both 2022 and 2033. These plots help illustrate the spatial redistribution of car volumes across the network as a result of the proposed interventions.

Table 4-4 below display directional changes between scenarios, with orange segments indicating increased flow in TO2 and green segments indicating a reduction. Key observations are summarised as follows:

- Across In most cases, the hourly car traffic difference between the Base/DM and TO2 scenarios is small, usually within ±200 vehicles per hour. However, during the 2022 AM peak, SH1 southbound sees 500–700 more vehicles per hour in TO2, while HQ southbound has 200–500 fewer vehicles. In the 2033 PM peak, HQ northbound shows a bigger drop of 200–500 vehicles per hour in TO2.
- During the 2022 AM peak, specifically between 7:00–8:00 am, SH1 southbound carries 500–700 more vehicles per hour in the TO2 scenario, while HQ southbound sees a reduction of 200–500 vehicles. This indicates a significant rerouting of southbound traffic from HQ to SH1. However, the extent of rerouting appears to ease between 8:00–9:00 am, with a noticeable decrease in vehicles travelling through Thorndon via Old Hutt Road into the CBD.
- During the 2022 PM peak, no significant route changes are observed between the TO2 and Base/DM scenarios.
- During the 2033 AM peak, a slight rerouting effect is observed. Vehicle volumes on HQ show a modest decrease, particularly between 7:00–8:00 am, while SH1 southbound experiences a small increase. By 8:00–9:00 am, the additional traffic appears to shift towards the Old Hutt Road–Thorndon corridor, indicating a change in the preferred route into the CBD during the later part of the peak period.
- In the 2033 PM peak, traffic patterns show mixed changes. Northbound volumes on the HQ corridor decrease, while southbound volumes slightly increase. SH1 also sees an overall reduction in vehicle numbers during this period. In contrast, the Old Hutt Road corridor experiences an increase in traffic, suggesting a shift in route choice toward this alternative CBD approach in the PM peak.

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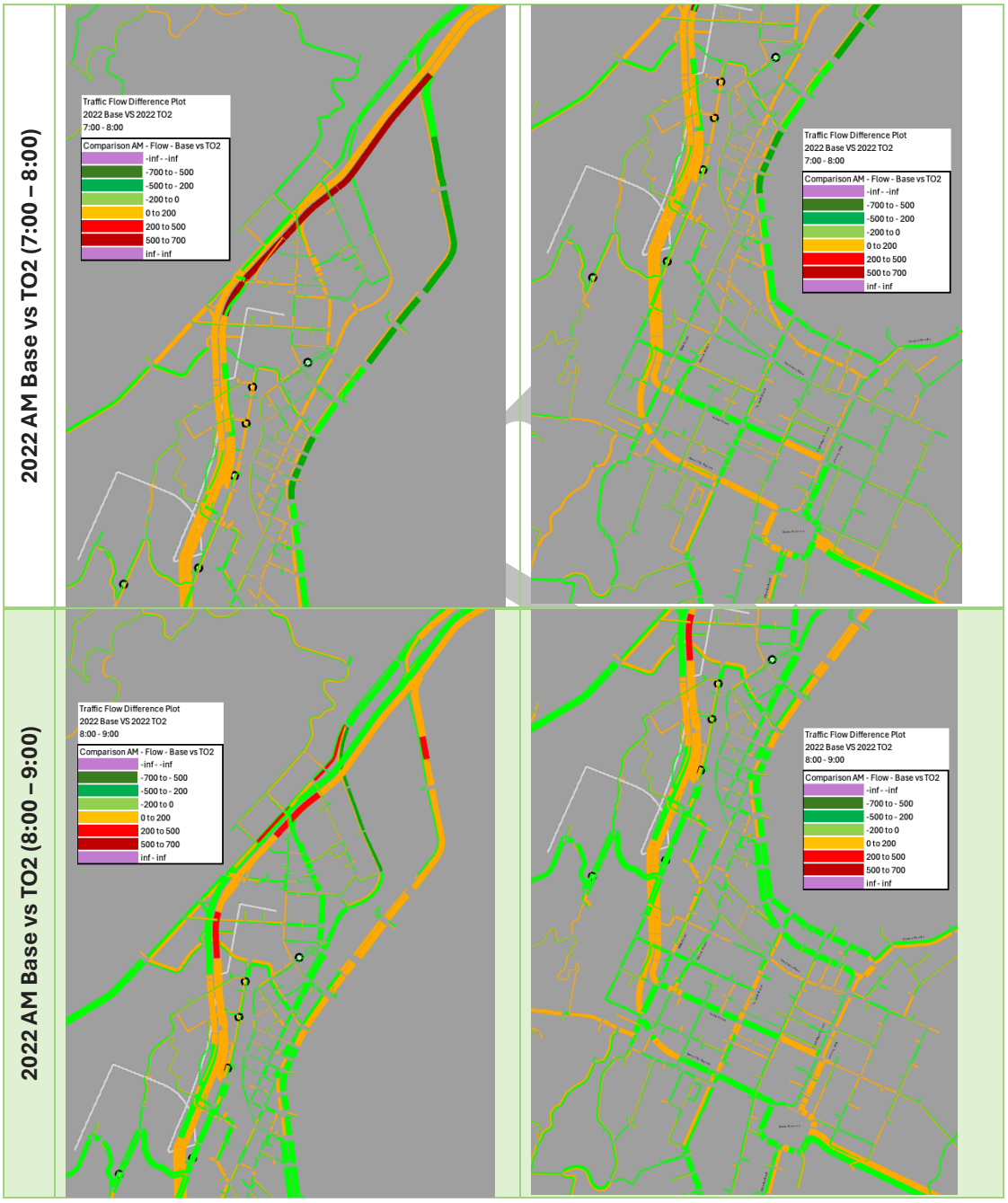
Table 4-4 Cars Flow Difference Plots - Base/DM vs TO2




2022 PM Base vs TO2 (16:00 – 17:00)
Traffic Flow Difference Plot
2022 Base VS 2022 TO2
16:00 - 17:00
Comparison PM - Flow - Base vs TO2
-inf - -inf
-700 to - 500
-500 to - 200
-200 to 0
0 to 200
200 to 500
500 to 700
inf - inf
2022 PM Base vs TO2 (17:00 – 18:00)
Traffic Flow Difference Plot
2022 Base VS 2022 TO2
17:00 - 18:00
Comparison PM - Flow - Base vs TO2
-inf - -inf
-700 to - 500
-500 to - 200
-200 to 0
0 to 200
200 to 500
500 to 700
inf - inf


2033 AM DM vs TO2 (7:00 – 8:00)
Traffic Flow Difference Plot
2033 DM VS 2033 TO2
7:00 - 8:00
Comparison AM - Flow - DM vs TO2
-inf - -inf
-700 to - 500
-500 to - 200
-200 to 0
0 to 200
200 to 500
500 to 700
inf - inf
2033 AM dm vs TO2 (8:00 – 9:00)
Traffic Flow Difference Plot
2033 DM VS 2033 TO2
8:00 - 9:00
Comparison AM - Flow - DM vs TO2
-inf - -inf
-700 to - 500
-500 to - 200
-200 to 0
0 to 200
200 to 500
500 to 700
inf - inf


2033 PM DM vs TO2 (16:00 – 17:00)
2033 PM DM vs TO2 (17:00 – 18:00)
Traffic Flow Difference Plot
2033 DM VS 2033 TO2
16:00 - 17:00
17:00 - 18:00
Comparison PM - Flow - DM vs TO2
-inf - -inf
-700 to - 500
-500 to - 200
-200 to 0
0 to 200
200 to 500
500 to 700
inf - inf

4.3.9. Sector-Based Distance and Travel Time Analysis

This section analyses the percentage change in total travel distance and travel time between transport sectors under the TO2 scenario, compared with the 2022 Base and 2033 Do Minimum (DM) scenarios. The assessment is based on AM and PM peak periods, using the 12 defined transport sectors across Wellington, including central, inner, and outer suburban areas.

Table 4-5 Percentage Change in Sector-to-Sector Travel Distance (Base/DM vs TO2) and Table 4-6 Percentage Change in Sector-to-Sector Travel Time (Base/DM vs TO2) present the relative differences across all time periods and scenarios, highlighting how TO2 interventions have affected movement patterns between key areas.

- Distance Comparison
    - For most origin–destination sector pairs, no significant changes are observed in travel distance. However, during the AM peak, trips from Sector 2 – East Suburbs (Miramar / Kilbirnie / Hataitai) to Sector 4 – West Suburbs (Karori) show a noticeable increase in travel distance under the TO2 scenario, rising by up to 10% in 2022 and 13% in 2033. Additionally, trips from the South Suburbs (Newtown / Island Bay / Brooklyn) to the West Suburbs also experience an 8% increase in 2022. These increases are likely a result of more vehicles being routed onto SH1 under the TO2 scenario, which appears to have contributed to increased congestion in the Te Aro area and surrounding corridors. This added congestion may have caused some traffic to change routes, especially for trips that would normally pass through this area, thereby increasing the overall travel distance for these origin–destination pairs.
- Travel Time Comparison
    - In the 2022 AM peak, most sector-to-sector travel times show a decrease under the TO2 scenario, particularly for southbound traffic coming from the northern suburbs. For example, trips from Sectors 5 and 6 – North Suburbs to Sector 1 – CBD and Sector 4 – West Suburbs experience reductions of over 15%. In contrast, travel times from Sector 2 – East Suburbs (Miramar / Kilbirnie / Hataitai) to Sector 4 – West Suburbs (Karori) increase significantly, by up to 16%. This increase is likely a result of more vehicles being routed onto SH1 under the TO2 scenario, which appears to have contributed to increased congestion in the Te Aro area and surrounding corridors.
    - In the 2022 PM peak, most sector-to-sector travel times show an increase under the TO2 scenario. The most notable increases are observed for trips originating from Sector 2 – East Suburbs (Miramar / Kilbirnie / Hataitai) to other parts of the network. Among these, the travel time to Sector 3 – South Suburbs (Newtown / Island Bay / Brooklyn) increases the most, by up to 20%. This is likely due to congestion occurring in the SH1 Basin Reserve area, which appears to have contributed to the longer travel times for trips passing through this critical junction.
    - In the 2033 AM peak, travel times decrease for trips originating from Sector 1 – CBD, Sector 2 – East Suburbs (Miramar / Kilbirnie / Hataitai), and Sector 3 – South Suburbs (Newtown / Island Bay / Brooklyn). In contrast, travel times for trips starting from Sector 4 – West Suburbs (Karori), Sector 5 – North Suburbs (Crofton / Wadestown / Khandallah), and Sector 6 – JVL / Porirua / Hutt generally show an increase. The most significant increases are observed for trips from Sector 4 to Sector 4 (within Karori) and from Sector 4 to Sector 5. These increases are likely due to congestion occurring near Curtis Street or Wilton Road, which may have impacted local movements within and between these western sectors.
    - In the 2033 PM peak, overall travel times remain largely unchanged across most sector-to-sector movements. The most notable improvements are observed for trips from Sector 5 – North Suburbs (Crofton / Wadestown / Khandallah) and Sector 6 – JVL / Porirua / Hutt to

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Sector 1 – CBD, as well as from Sector 6 to Sector 4 – West Suburbs (Karori), with travel times decreasing by approximately 11%. These reductions suggest a significant improvement in southbound performance along SH1 under the TO2 scenario in 2033.

Table 4-5 Percentage Change in Sector-to-Sector Travel Distance (Base/DM vsTO2)

2022 AM	1 CBD	2 East Suburbs (Miramar / Kilbirnie / Hataitai)	3 South Suburbs (Newtown / Island Bay / Brooklyn)	4 West Suburbs (Karori)	5 North Suburbs (Crofton / Wadestown /	6 (JVL / Porirua / Hutt)
1 CBD	0%	-1%	-1%	-1%	0%	1%
East Suburbs (Miramar / Kilbirnie / Hataitai)	2%	-2%	-4%	10%	-1%	-1%
South Suburbs (Newtown / Island Bay / Brooklyn)	3%	0%	0%	8%	-2%	1%
West Suburbs (Karori)	0%	1%	-2%	-1%	-3%	0%
North Suburbs (Crofton / Wadestown / Khandallah)	-1%	3%	0%	-2%	5%	0%
(JVL / Porirua / Hutt)	0%	0%	2%	-2%	-1%	0%

2022 PM	1 CBD	2 East Suburbs (Miramar / Kilbirnie / Hataitai)	3 South Suburbs (Newtown / Island Bay / Brooklyn)	4 West Suburbs (Karori)	5 North Suburbs (Crofton / Wadestown /	6 (JVL / Porirua / Hutt)
1 CBD	0%	0%	1%	0%	1%	0%
East Suburbs (Miramar / Kilbirnie / Hataitai)	1%	1%	2%	-5%	1%	1%
South Suburbs (Newtown / Island Bay / Brooklyn)	0%	1%	1%	-2%	3%	0%
West Suburbs (Karori)	0%	1%	0%	1%	1%	0%
North Suburbs (Crofton / Wadestown / Khandallah)	1%	6%	-2%	-1%	1%	-1%
(JVL / Porirua / Hutt)	0%	0%	0%	0%	-1%	1%

2033 AM	1 CBD	2 East Suburbs (Miramar / Kilbirnie / Hataitai)	3 South Suburbs (Newtown / Island Bay / Brooklyn)	4 West Suburbs (Karori)	5 North Suburbs (Crofton / Wadestown /	6 (JVL / Porirua / Hutt)
1 CBD	-1%	1%	0%	-4%	-1%	-1%
East Suburbs (Miramar / Kilbirnie / Hataitai)	0%	-3%	-2%	13%	1%	2%
South Suburbs (Newtown / Island Bay / Brooklyn)	-1%	2%	0%	0%	-3%	0%
West Suburbs (Karori)	0%	-4%	6%	-4%	3%	0%
North Suburbs (Crofton / Wadestown / Khandallah)	0%	-2%	-2%	4%	1%	0%
(JVL / Porirua / Hutt)	0%	-1%	-1%	0%	0%	1%

2033 PM	1 CBD	2 East Suburbs (Miramar / Kilbirnie / Hataitai)	3 South Suburbs (Newtown / Island Bay / Brooklyn)	4 West Suburbs (Karori)	5 North Suburbs (Crofton / Wadestown /	6 (JVL / Porirua / Hutt)
1 CBD	1%	0%	-1%	0%	0%	0%
East Suburbs (Miramar / Kilbirnie / Hataitai)	-1%	0%	-1%	5%	0%	0%
South Suburbs (Newtown / Island Bay / Brooklyn)	1%	2%	2%	1%	7%	0%
West Suburbs (Karori)	1%	3%	-3%	0%	1%	1%
North Suburbs (Crofton / Wadestown / Khandallah)	-2%	-1%	1%	-1%	-4%	2%
(JVL / Porirua / Hutt)	0%	0%	-2%	-1%	0%	1%

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Table 4-6 Percentage Change in Sector-to Sector Travel Time (Base/DM vsTO2)

2022 AM	1 CBD	2 East Suburbs (Miramar / Kilbirnie / Hataitai)	3 South Suburbs (Newtown / Island Bay / Brooklyn)	4 West Suburbs (Karori)	5 North Suburbs (Crofton / Wadestown /	6 (JVL / Porirua / Hutt)
1 CBD	-7%	0%	-1%	-4%	1%	0%
2 East Suburbs (Miramar / Kilbirnie / Hataitai)	-2%	-6%	-9%	16%	-1%	-4%
3 South Suburbs (Newtown / Island Bay / Brooklyn)	4%	4%	5%	1%	0%	1%
4 West Suburbs (Karori)	-6%	0%	0%	-3%	-6%	-6%
5 North Suburbs (Crofton / Wadestown / Khandallah)	-19%	-7%	-15%	-18%	-2%	-5%
6 (JVL / Porirua / Hutt)	-15%	-8%	-6%	-18%	-6%	-2%

2022 PM	1 CBD	2 East Suburbs (Miramar / Kilbirnie / Hataitai)	3 South Suburbs (Newtown / Island Bay / Brooklyn)	4 West Suburbs (Karori)	5 North Suburbs (Crofton / Wadestown /	6 (JVL / Porirua / Hutt)
1 CBD	6%	6%	6%	-2%	5%	1%
2 East Suburbs (Miramar / Kilbirnie / Hataitai)	14%	13%	20%	0%	11%	9%
3 South Suburbs (Newtown / Island Bay / Brooklyn)	2%	10%	4%	-9%	0%	-3%
4 West Suburbs (Karori)	3%	8%	-2%	-3%	1%	0%
5 North Suburbs (Crofton / Wadestown / Khandallah)	8%	12%	1%	-1%	3%	2%
6 (JVL / Porirua / Hutt)	6%	7%	7%	-4%	0%	0%

2033 AM	1 CBD	2 East Suburbs (Miramar / Kilbirnie / Hataitai)	3 South Suburbs (Newtown / Island Bay / Brooklyn)	4 West Suburbs (Karori)	5 North Suburbs (Crofton / Wadestown /	6 (JVL / Porirua / Hutt)
1 CBD	-2%	-1%	-9%	-4%	0%	-2%
2 East Suburbs (Miramar / Kilbirnie / Hataitai)	-9%	-12%	-18%	-8%	-11%	-9%
3 South Suburbs (Newtown / Island Bay / Brooklyn)	-6%	0%	-12%	-3%	-8%	-4%
4 West Suburbs (Karori)	6%	-1%	0%	16%	19%	10%
5 North Suburbs (Crofton / Wadestown / Khandallah)	-5%	6%	-9%	7%	-6%	-4%
6 (JVL / Porirua / Hutt)	8%	7%	2%	5%	6%	9%

2033 PM	1 CBD	2 East Suburbs (Miramar / Kilbirnie / Hataitai)	3 South Suburbs (Newtown / Island Bay / Brooklyn)	4 West Suburbs (Karori)	5 North Suburbs (Crofton / Wadestown /	6 (JVL / Porirua / Hutt)
1 CBD	-3%	-1%	2%	-2%	-6%	-4%
2 East Suburbs (Miramar / Kilbirnie / Hataitai)	3%	0%	0%	3%	-1%	-1%
3 South Suburbs (Newtown / Island Bay / Brooklyn)	0%	0%	3%	2%	3%	0%
4 West Suburbs (Karori)	-1%	0%	-4%	1%	2%	2%
5 North Suburbs (Crofton / Wadestown / Khandallah)	-11%	-4%	-1%	-2%	-3%	3%
6 (JVL / Porirua / Hutt)	-11%	-3%	-4%	-11%	-1%	7%

4.4. Network Replication Patterns and Performance Observations

This section presents an analysis of network-wide performance across multiple simulation replications, with a focus on the variability of key metrics such as delay patterns, network density, travel distance, and travel time. The purpose of this analysis is not to evaluate how well the network is performing in absolute terms, but rather to understand the consistency and reliability of the simulation outputs.

By examining how these indicators vary across replications, we can identify behavioural differences between scenarios, detect potential outliers, and assess whether average values (e.g. travel time or delay) are representative of the full dataset. This is particularly important when outputs are used to inform economic evaluations, as unrecognised volatility in the model can affect the robustness of the results. Highlighting where variability or skewed results occur helps guide interpretation and may indicate areas where further model refinement or caution is warranted.

4.4.1. Density Comparison

Figure 4-19 compares the average network density across the four tested scenarios: 2022 Base, 2022 TO2, 2033 Do Minimum (DM), and 2033 TO2. Network density refers to the number of vehicles per kilometre of roadway at a given time, providing a measure of how saturated the network is. Higher network density is typically associated with reduced speeds, increased delay, and a higher likelihood of congestion, making it a critical indicator for assessing overall network performance.

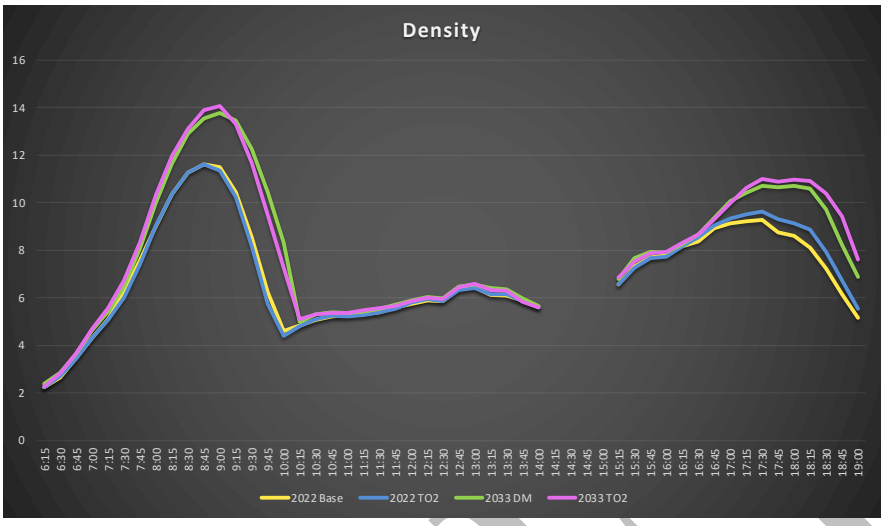

Figure 4-19 Average Network Density - All Scenarios

As shown, in both 2022 and 2033, the TO2 scenario shows relatively little change compared to the Base/DM during the AM and interpeak (IP) periods. However, during the PM peak, TO2 consistently exhibits higher traffic density than the Base/DM, suggesting that TO2 may contribute to a certain degree of increased congestion in the evening period.

4.4.2. Distance Travelled Comparison

Figure 4-20 presents the average total distance travelled by all vehicles in each scenario during the peak periods.

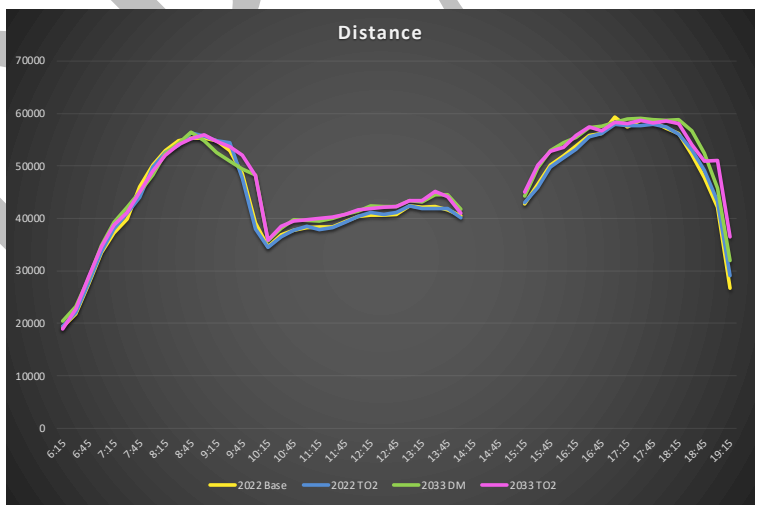

Figure 4-20 Average Distance Travelled - All Scenarios

In the 2033 PM peak under the TO2 scenario, the decline in total distance travelled occurs later compared to the other three scenarios. This suggests that congestion is relatively more severe during the PM period, with vehicles experiencing delayed trip completion and being pushed further into the peak period.

4.4.3. Travel Time Comparison

Figure 4-21 displays the average total travel time per vehicle across all scenarios.

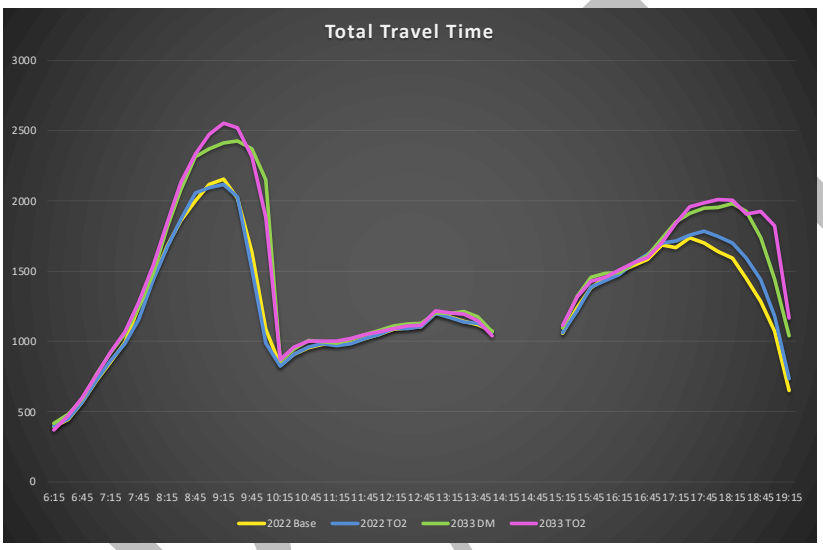

Figure 4-21 Average Travel Time - All Scenarios

For the 2033 DM AM peak, travel times appear to start later and persist into the shoulder period, indicating a slower clearance of peak-hour traffic. In the PM peak, a secondary spike in travel time is observed in the shoulder period, pointing to continued congestion beyond the typical peak window.

4.4.4. Network Conditions Outside the Study Area

To ensure that the observed improvements in the TO2 scenario are a result of interventions within the study area itself, density plots were reviewed to assess conditions across the wider modelled network.

The analysis confirms that there were no significant congestion points or bottlenecks outside of the study area in the Base or Do Minimum (DM) scenarios that were subsequently resolved in the TO2 scenario. Therefore, the performance differences between scenarios are not attributable to changes or relief in external network areas, but are instead driven by the interventions applied within the defined study area.

Representative peak-hour density plots comparing the DM and TO2 scenarios are provided in **Appendix E – Network Density Comparisons**, illustrating the broader network conditions observed during the assessment.

4.4.5. Outlier Replications

The Table 4-7 summarises several replications that exhibited significant deviations from typical patterns.

Table 4-7 Summary of outlier Replications Across Scenarios

Scenairo	Perod	Notes
2022 Base	AM	no comments
	IP	
	PM	
2022 TO2	AM	no comments
	IP	
	PM	
2033 DM	AM	Replication 33936713 delay higher, but trending down
	IP	
	PM	Replication 33936747 delay higher, but trending down
2033 TO2	AM	
	IP	
	PM	Replication 33937345 delay lower than others

These differences between replications arise from the use of varying random seeds, which introduce stochastic variation in traffic demand, vehicle behaviour, and network conditions. This variation produces a spectrum of outcomes—from relatively smooth flow to more congested conditions—reflecting the range of possible real-world behaviours. Averaging across multiple replications ensures the outputs represent a realistic and balanced picture of overall network performance.

4.5. Economic

4.5.1. Economic Analysis Assumptions

The key assumptions made for the Transport Economics assessment are listed below.

- Traffic Modelling using Aimsun model is the main inputs to the Economics assessment.
- Peak Periods Modelled and used for this assessment including
  - AM Period: 6am – 10am
  - Inter Period: 10am – 2pm
  - PM Period: 3pm – 7pm
- Annualization factors assumed:
  - Only the 12 hours assessed in the model is included in the benefit analysis, no off-peak hours are considered
  - Only workdays are incorporated in the benefits analysis, assuming 240 days a year, public holidays and weekends are excluded
- Two modelled years are used including:
  - Base Year 2022 without Golden Mile Scheme, and
  - Future Forecast Year 2033 including Golden Mile Scheme constructed as well as future growth from the Wellington Regional Demand Model (WTSM);
- Benefits between 2022 and 2033 have been Linear Interpolated, and benefits beyond 2033 is capped at 2033 level;

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- Discounting assumptions are summarised in Table 4-8 below

Table 4-8: Annualisation factors

Parameter	Value
Time Zero	01/07/24
Year of Estimate	21/02/2025
Construction Period	1 year
Benefit period	39 years
Discounting Rate	2%
Construction Start	1/1/2026
Construction payment	01/07/2026

- Benefits Stream Captured including
    - General traffic travel time benefits.

      (The total travel time of all vehicles in the network, converted to a monetary value using the assumed value of time per vehicle-hour. It captures the delay reduction experienced by general traffic)
    - General Vehicle Operating Cost savings.

      (The cumulative travel distance of general traffic in the model, multiplied by operating cost per kilometre (which varies by speed). This reflects savings from reduced fuel use, wear and tear, and maintenance)
    - Bus Passenger Travel Time savings.

      (The reduction in time passengers spend travelling on buses, converted into a dollar value. Only includes services operating along the Golden Mile (GM) and Harbour Quay (HQ), assuming 32 passengers per bus during peak periods and 20 in the inter-peak)
    - Bus Passenger Time Reliability savings

      (Reflects the cost savings from more consistent and predictable bus travel times. Variability is measured by standard deviation, with an equivalent time factor of 4.8 used to monetise reliability improvements, based on standard practice)
    - Bus Stop waiting time savings

      (The estimated value of time passengers spend waiting at or boarding buses at stops. This is influenced by how long buses dwell at stops and the number of stops used. Applicable to GM and HQ corridors only, using the same occupancy assumptions as above)
    - Bus Operation Cost savings

      (Represents operational cost reductions for bus services, based on how far buses travel and their speed-related cost profile. Includes all buses modelled in the network)
    - Carbon Dioxide savings

      (Estimated environmental benefits from reduced emissions, assumed to be proportional to vehicle operating costs. A fixed multiplier of 4% is used to represent CO_2 cost savings in monetary terms)
- For the detailed benefits capturing methodology, please refer to the NZTA Monetised Benefits and Cost Manual v1.7.2 Nov 2024
- Update factors version May 2024 have been adopted

- Construction cost is assumed at $8M, and maintenance cost has not been considered for comparison.
- Given that the total number of vehicles differs between the base/DM and option scenarios at the end of the model simulation, the Rule of a Half approach (i.e., variable demand matrix adjustment) has been applied in the economic evaluation. This method accounts for changes in the number of vehicles between scenarios, providing a more accurate representation of user benefits under variable demand conditions.

The following table summarises the Transport Economics Analysis for the Option TO2 against Do Minimum, all dollars values are discounted in Present Value.

4.5.2. Benefit calculation approach

The following summary assumes 10 Years project life with 2% Discounting Rate and $8M construction cost.

All transport-related benefits have been calculated as the difference between the TO2 scenario and the corresponding Base or Do Minimum (DM) scenarios. That is:

Benefit = TO2 Cost – Base/DM Cost

The methods used for calculating each cost component are described below:

- General Travel Time Cost

  Calculated as:
  Traffic Demand (veh) × Average Travel Time (hrs/veh) × Value of Time ($/veh.hr)
  Network Total Travel Time represents the sum of all vehicle travel times across the modelled network.

- General Vehicle Operating Cost

  Calculated as:
  Traffic Demand (veh) × Average Travel Distance (km/veh) × Vehicle Operating Cost by Speed ($/km)
  Network Total Travel Distance refers to the cumulative travel distance of all vehicles within the modelled network.

- Bus Travel Time Cost

  Calculated as:
  Bus Average Travel Time (hours/vehicle) × Bus Demand (veh/day) × Average Occupancy (persons/veh) × Value of Time ($/p.hr)
  This cost is calculated only for services operating on the Golden Mile (GM) and Headquarters (HQ) corridors. Average occupancies are assumed as follows:

  - AM and PM peaks: 32 persons/veh
  - Inter-peak (IP): 20 persons/veh

- Bus Travel Time Reliability Cost

  Calculated as:
  Bus Travel Time Standard Deviation (hrs/veh) × Bus Demand (veh/day) × Equivalent Time Factor × Value of Time ($/veh.hr)

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This metric is also calculated only for GM and HQ corridors. An Equivalent Time Factor of 4.8 has been applied based on standard practice.

- Bus Waiting Time Cost

  Calculated as:
  Average Dwell Time per Stop (hrs) × Number of Bus Stops × Bus Demand (veh/day) × Average Occupancy (persons/veh) × Value of Time ($/p.hr)
  This cost is calculated only for the GM and HQ corridors, with the same occupancy assumptions as in Bus Travel Time Cost.

- Bus Operating Cost

  Calculated as:
  Averaged Bus Travel Distance (km) × Bus Demand (veh) × Bus Operating Cost by Speed ($/km)
  This includes all modelled bus services in the network.

- Carbon Dioxide Cost

  Calculated as:
  4% × General Vehicle Operating Cost
  This estimation assumes a fixed emissions factor proportional to fuel-based vehicle operating cost.

4.5.3. Presentation of BCR Results

This section presents the economic evaluation of the TO2 option using a structured approach to calculating and interpreting Benefit-Cost Ratios (BCRs). The analysis has been carried out progressively to provide a complete view of project value under a range of assumptions and timeframes.

The evaluation begins with a 10-year project life using a 2% discount rate, aligning with conventional short-to-medium term infrastructure planning horizons. This provides a conservative base case that captures the core benefits and costs over a typical funding cycle. A longer-term evaluation over a 40-year project life (2% discount rate for the first 30 years and 1.5% thereafter) is then included to reflect the enduring nature of public transport infrastructure and the sustained benefits it delivers over time.

The results include benefits and costs related to both the Golden Mile (GM) and the Harbour Quay (HQ) corridors. While the primary focus of the TO2 intervention is on the HQ corridor, it is necessary to account for the interconnected nature of the bus network—where changes in one spine affect conditions on the other. Including Golden Mile outcomes ensures that the analysis captures the full network impact of the TO2 option and reflects how buses are redistributed between the two spines.

To ensure robustness, a sensitivity analysis is included. This tests various assumptions including:

- Discount rates (2% discount rate for the first 30 years and 1.5% thereafter vs. 4% vs. 6% vs. 8%)
- Project life durations (10 vs. 40 years)
- Construction cost assumptions ($8M, $6M, $10M, $12M)
- Reductions in projected benefit streams (e.g. only 50% of total benefits or 25% of waiting time savings realised)

Finally, the section concludes with a set of recommended headline BCR values for inclusion in the business case. These headline figures are selected to represent a realistic and conservative reflection of economic performance, suitable for informing investment decisions and funding considerations.

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4.5.4. 10 year project life

The following summary assumes 10 Years project life with 2% Discounting Rate and $8M construction cost.

Transport Economics Analysis Summary

WCC Harbour Quays Bus Second Spine Improvements

All values are discounted in Present Value

	Do Minimum	Option TO2 - Bus Improvements
Capital Costs	N/A	$7,843,137
Maintenance Costs	$0	$0
Total Costs	**$0**	**$7,843,137**
Transport Costs		
General Traffic Travel Time Costs	$5,837,456,229	$5,863,328,383
General Traffic Vehicle Operating Costs	$1,803,149,219	$1,803,667,931
PT Travel Time Costs (1st Spine)	$443,668,518	$320,588,128
PT Travel Time Costs (2nd Spine)	$6,837,553	$109,379,109
PT Reliability Cost (1st Spine)	$42,940,149	$19,035,286
PT Reliability Cost (2nd Spine)	$2,031,188	$27,781,195
PT Bus Stop Waiting Time Cost (1st Spine)	$329,586,080	$249,639,860
PT Bus Stop Waiting Time Cost (2nd Spine)	$2,967,221	$44,228,663
PT Operation Cost	$65,444	$65,370
Carbon Dioxide (4% of VOC)	$72,128,587	$72,149,332
Total Transport Costs	**$8,540,830,187**	**$8,509,863,256**
Tangible Benefits		
General Traffic Travel Time Costs	N/A	-$25,872,155
General Traffic Vehicle Operating Costs	N/A	-$518,712
PT Travel Time Costs (1st Spine)	N/A	$123,080,390
PT Travel Time Costs (2nd Spine)	N/A	-$102,541,556
PT Reliability Cost (1st Spine)	N/A	$23,904,864
PT Reliability Cost (2nd Spine)	N/A	-$25,750,007
PT Bus Stop Waiting Time Cost (1st Spine)	N/A	$79,946,220
PT Bus Stop Waiting Time Cost (2nd Spine)	N/A	-$41,261,442
PT Operation Cost	N/A	$74
Carbon Dioxide (4% of VOC)	N/A	-$20,746
Tangible Benefits (NPV)	**N/A**	**$30,966,931**
Tangible B/C Ratio	N/A	3.9

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4.5.5. 40 years project life

The following summary assumes a 40-year project life, applying a 2% discount rate for the first 30 years and 1.5% thereafter, with a construction cost estimated at $8 million.

Transport Economics Analysis Summary

WCC Harbour Quays Bus Second Spine Improvements

All values are discounted in Present Value

	Do Minimum	Option TO2 - Bus Improvements
Capital Costs	N/A	$7,843,137
Maintenance Costs	$0	$0
Total Costs	**$0**	**$7,843,137**
Transport Costs		
General Traffic Travel Time Costs	$17,945,224,704	$18,003,197,837
General Traffic Vehicle Operating Costs	$5,475,135,457	$5,474,064,205
PT Travel Time Costs (1st Spine)	$1,384,354,570	$1,003,873,107
PT Travel Time Costs (2nd Spine)	$22,648,679	$347,129,929
PT Reliability Cost (1st Spine)	$135,351,853	$50,601,025
PT Reliability Cost (2nd Spine)	$7,101,478	$94,277,384
PT Bus Stop Waiting Time Cost (1st Spine)	$962,175,612	$738,742,033
PT Bus Stop Waiting Time Cost (2nd Spine)	$11,094,385	$136,340,732
PT Operation Cost	$196,050	$196,358
Carbon Dioxide (4% of VOC)	$219,013,260	$218,970,423
Total Transport Costs	**$23,639,569,472**	**$24,043,558,752**
Tangible Benefits		
General Traffic Travel Time Costs	N/A	-$57,973,133
General Traffic Vehicle Operating Costs	N/A	$1,071,251
PT Travel Time Costs (1st Spine)	N/A	$380,481,463
PT Travel Time Costs (2nd Spine)	N/A	-$324,481,249
PT Reliability Cost (1st Spine)	N/A	$84,750,828
PT Reliability Cost (2nd Spine)	N/A	-$87,175,906
PT Bus Stop Waiting Time Cost (1st Spine)	N/A	$223,433,578
PT Bus Stop Waiting Time Cost (2nd Spine)	N/A	-$125,246,346
PT Operation Cost	N/A	-$308
Carbon Dioxide (4% of VOC)	N/A	$42,838
Tangible Benefits (NPV)	**N/A**	**$94,903,017**
Tangible B/C Ratio	N/A	12.1

This assessment methodology has been reviewed and confirmed to align with NZTA's monetised benefits and costs manual (MBCM).

4.5.6. Key economic findings:

- General traffic travel time saving - Disbenefit
    - The reallocation of road space for buses will result in increased congestion and longer travel times for general traffic, resulting in economic disbenefits in both 2022 base and 2033 future model year.
    - However, the disbenefit is projected to significantly reduce over time, increasing from a $5.9M annual disbenefit in 2022 to $1.8M annual disbenefit by 2033.
    - The analysis assumes no mode shift to public transport, making it a conservative estimate.
- General Traffic Vehicle Operating Cost (VOC) – Slight Disbenefit
    - The General Traffic Vehicle Operating component shows only a minor disbenefit, indicating that the TO2 scenario has a negligible impact on vehicle operating costs related to speed and distance. This suggests that most general traffic movements remain similar, with only a small proportion of vehicles rerouting via slightly longer paths.
    - Model checks confirm that all demand reaches its destination, ensuring result reliability.
- Public Transport (PT) Travel Time Savings – Benefit
    - The introduction of the second spine along corridor T02 (Harbour Quays) provides faster travel times for buses than the exclusive use of the Golden Mile corridor for buses and allows for the rebalance of bus volumes across both the Golden Mile and second spine corridors, resulting in positive benefits in both 2022 base and 2033 future model year.
    - Significant bus travel time savings (1-3 minutes on the Golden Mile and 2-7 minutes on the Harbour Quays) are evident due to improved signal prioritisation along the Golden Mile and Harbour Quays Corridors and less delay and variability at intersections compared to the Base Scenario (i.e. Do-minimum).
    - These savings directly contribute to improved passenger experience and efficiency.
    - On balance, the increased travel time savings to buses on both the Harbour Quays and Golden Mile corridors provides a net economic benefit.
    - The analysis conservatively assumes no mode shift to public transport.
- Public Transport (PT) Reliability – Slight Disbenefit
    - Disbenefit due to increased variability in bus travel times for buses using the Harbour Quays (relative to the Golden Mile) as a result of mixed traffic environment and the number of signalised intersections along the corridor.
    - Further network optimization and signal improvements could potentially reduce this impact.
- Public Transport (PT) Stop Waiting Time – Benefit
    - Large benefit due to reduced dwell times:
        - Golden Mile dwell time: 40s per stop (high congestion). This includes the impact of reduced bus volumes at stops due to service redistribution under TO2, making it appropriate to calculate Golden Mile benefits as part of the overall network improvement.
        - Harbour Quays dwell time: 24s per stop (fewer delays).
    - This benefit is attributed to reduced dwell times (the duration buses spend at a stop), based on MetLink bus survey data.

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  - This is a standard benefit recognised in transport economic evaluations
- Public Transport (PT) Operating Cost Savings – No Change
  - No significant change in total bus vehicle kilometres travelled, so PT operating costs also remain unchanged.
- Carbon Dioxide (CO_2) Reduction – Slight Disbenefit
  - CO_2 savings calculated as 4% of total VOC savings for both general traffic and PT.
  - Slight disbenefit mainly results from general traffic.

Option TO2 achieves a Benefit–Cost Ratio (BCR) of 3.9 based on the 10-year analysis, indicating a solid economic return. A BCR in this range is generally regarded as representing good value for money in transport investment, and aligns with the value-for-money expectations outlined in the Investment Prioritisation Method (IPM) for the Proposed 2024–27 NLTP Priority Ranking. While further refinements could potentially enhance the BCR, the current result already provides a sound basis for investment consideration.

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4.5.7. Sensitivity test

A sensitivity analysis was conducted to evaluate different scenarios, adjusting discount rates and analysis periods, the Table 4-9 below outlines the outcomes:

Table 4-9: BCR Sensitivity Test summary

CR Scenarios	Construction Costs	Current BCR: 2% discount rate for first 30 years, 1.5% for thereafter	Optimistic BCR #1: 4%discount rate sensitivity test	Optimistic BCR #2: 6% discount rate sensitivity test	Pessimistic BCR #3: 8% discount rate sensitivity test
10 year project life (Current cost)	$8M	3.9	3.6	3.4	3.1
40 year project life (current cost)	$8M	12.1	8.9	6.9	5.6
10 year project life (lower cost)	$6M	5.3	4.8	4.5	4.1
40 year project life (lower cost)	$6M	16.1	11.9	9.2	7.4
10 year project life (higher cost #1)	$10M	3.2	2.9	2.7	2.5
40 year project life higher cost #1)	$10M	9.7	7.1	5.5	4.5
10 year project life (higher cost #2)	$12M	2.6	2.4	2.2	2.1
40 year project life higher cost #2)	$12M	8.1	5.9	4.6	3.7

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Additional Sensitivity tests regarding to the benefits streams are carried out as following.

- $8M Cost, 10 Yrs analysis Period and 2% Discounting Rate, assuming on 50% of the projected benefits, BCR = 2.0
- $8M Cost, 10 Yrs analysis Period and 2% Discounting Rate, assuming only 50% of the bus waiting time benefits, BCR =1.5

Across all scenarios, the project remains economically viable.

The detailed economics worksheet for the base scenario can be found in **Appendix F – WC HQ Economics Assessment TO2 2% Discounting Rate and 10 Yrs analysis Period.**

4.5.8. Recommended Baseline BCR

This approach provides confidence that the TO2 investment would deliver substantial benefits relative to cost, even under cautious assumptions.

To support business case development, a single recommended Benefit–Cost Ratio (BCR) is required to represent the economic performance of the TO2 option. This "Baseline" BCR serves as the primary reference point for investment decision-making, funding applications, and value-for-money assessments.

Given the range of BCR values produced under different assumptions, we recommend adopting a conservative approach by using the result from the 10-year analysis period with a 2% discount rate and an $8 million capital cost. This scenario yields a BCR of 3.9, which demonstrates a positive economic return and meets standard thresholds for value-for-money in transport investment.

Using this conservative BCR ensures the business case remains robust and defensible, avoiding reliance on more optimistic inputs tested in sensitivity analysis. The recommended headline BCR is consistent with NZTA's appraisal guidance, which encourages the use of prudent and evidence-based assumptions when presenting economic performance.

This approach provides confidence that the TO2 investment would deliver meaningful benefits relative to cost, even under cautious economic settings.

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5. Conclusion

This technical note records the key assumptions, processes and findings from the traffic model evaluation for the Harbour Quay Bus Second Spine project at the Business Case and Concept design phase.

The model evaluates two options, TO1 and TO2, as below.

- **Option TO1** proposes splitting northbound and southbound bus routes across different streets (Featherston Street and the Quays), aiming to distribute bus traffic more evenly and improve accessibility to key areas in the CBD.
- **Option TO2** focuses on consolidating both northbound and southbound bus routes along the Quays, simplifying the bus routes and minimizing interactions with general traffic, which potentially enhances bus service reliability and reduces congestion.

The technical note detailed the traffic modelling results, showing that Option TO2 slightly outperforms Option TO1 in terms of reducing travel times and congestion during peak periods. This makes TO2 the preferred option due to its effective management of traffic flow and better alignment with future traffic demand projections.

The economic analysis presented in this document supports the selection of Option TO2 as the preferred option for inclusion in the business case, demonstrating solid performance under conservative assumptions and the potential to deliver meaningful long-term benefits in bus travel time savings, bus waiting time savings. While further design and investment decisions will be addressed in later stages of development, the analysis suggests that Option TO2 offers a sound economic foundation for enhancing public transport reliability.

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Appendix A - Model Signal Phasing and Timing

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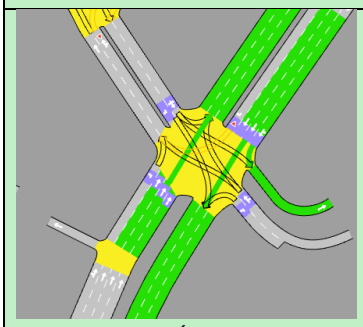
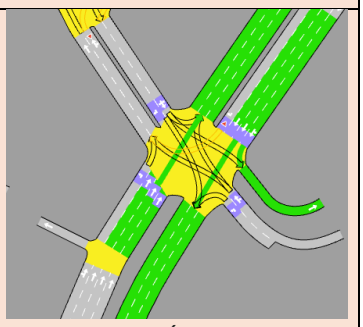
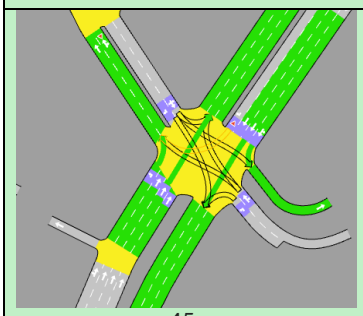
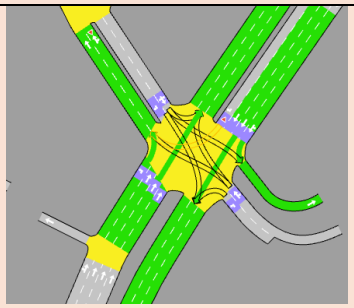
Whitmore St/HQ (2022 AM):

Model: Base Cycle: 120 s TO2 Cycle: 120 s Interphase: 5 s

Base Model Phase	TO2 Model Phase
 6s	 6s
 45s	 43s
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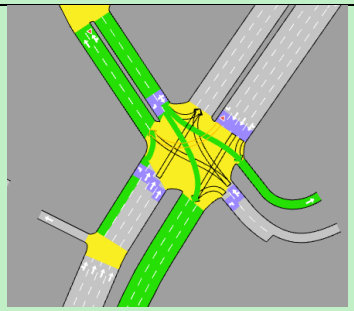
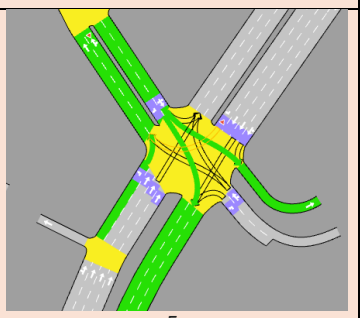
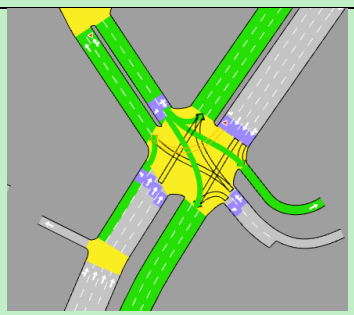
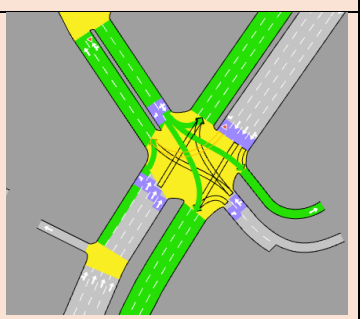
 5s	 5s
 23s	 25s

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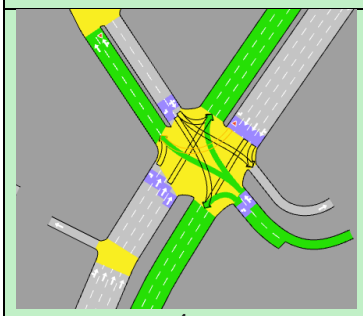	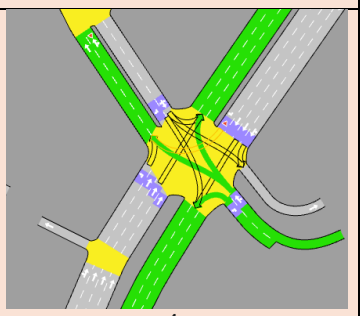
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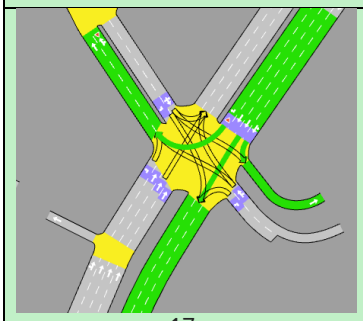	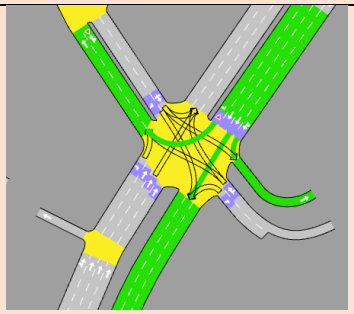
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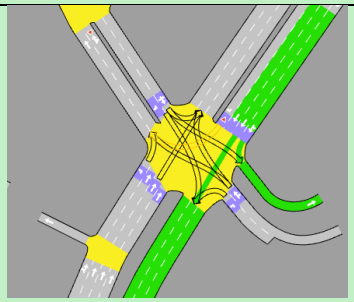	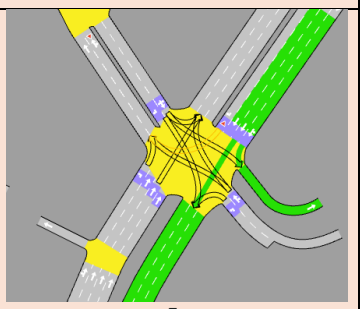
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Whitmore St/HQ (2022 PM):

Model: Base Cycle: 120 s TO2 Cycle: 120 s Interphase: 5 s

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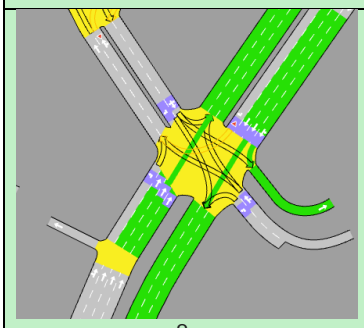
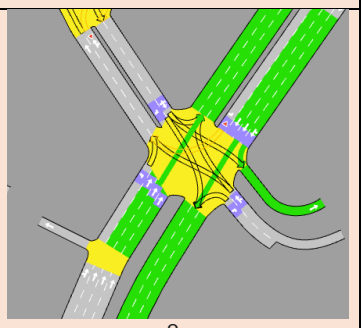
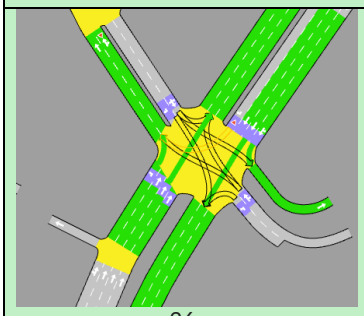
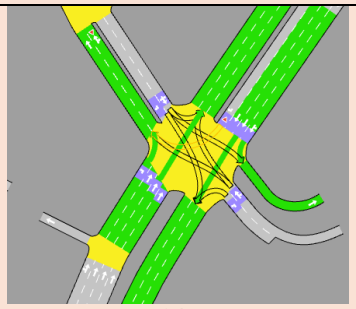
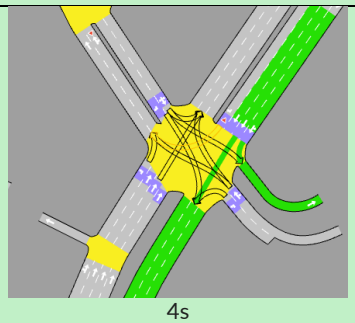
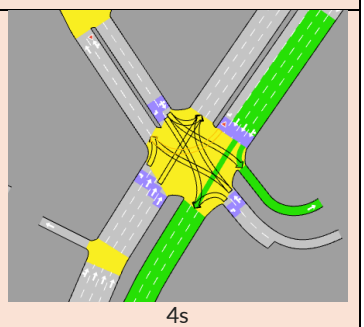
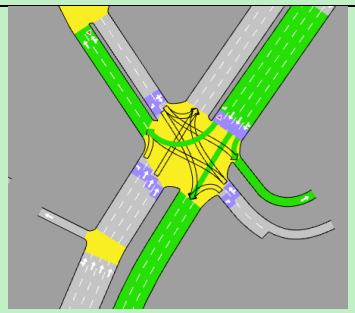
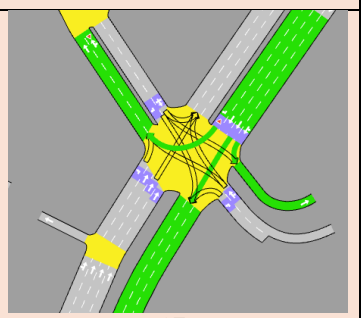
 8s	 8s
 26s	 26s
 4s	 4s
 29s	 27s

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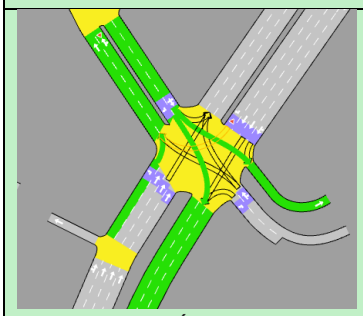	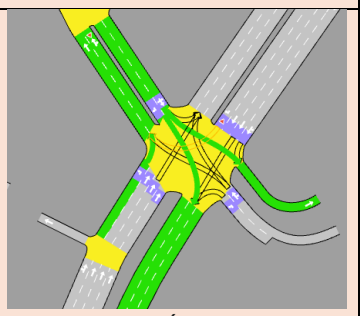
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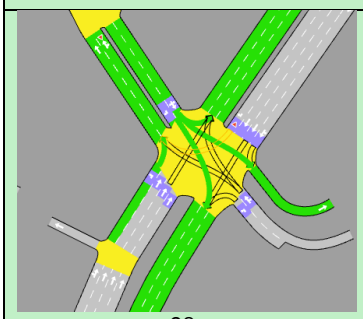	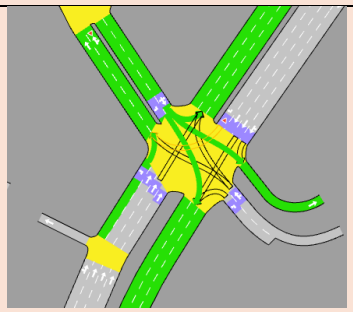
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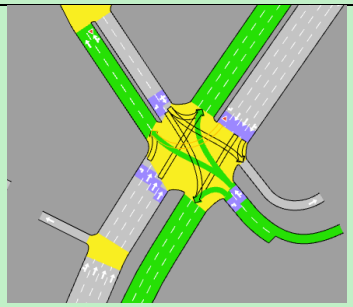	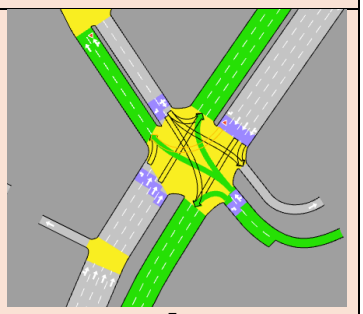
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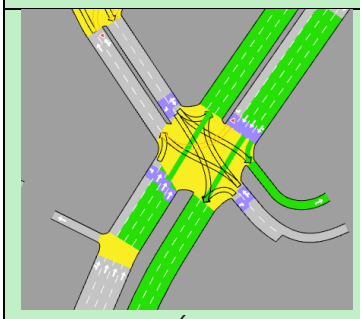
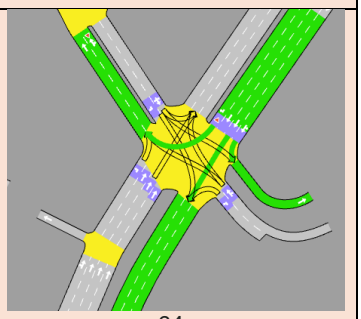
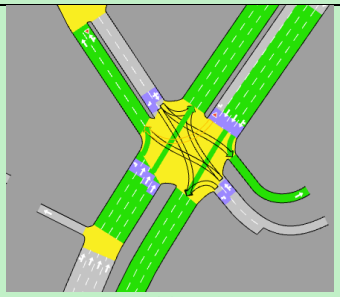
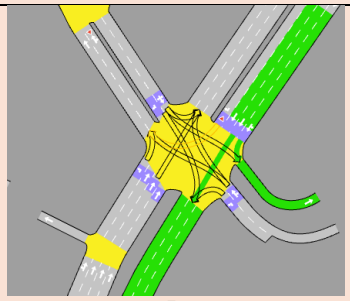
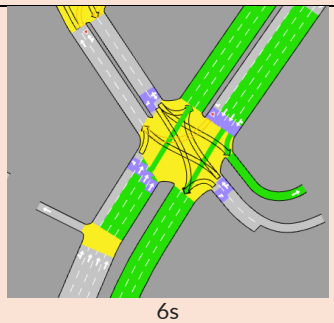
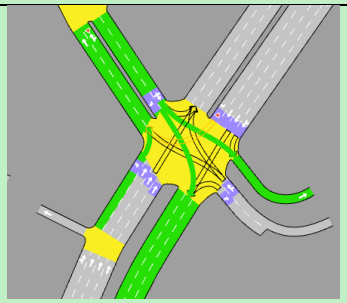
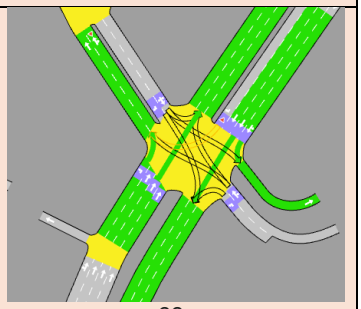
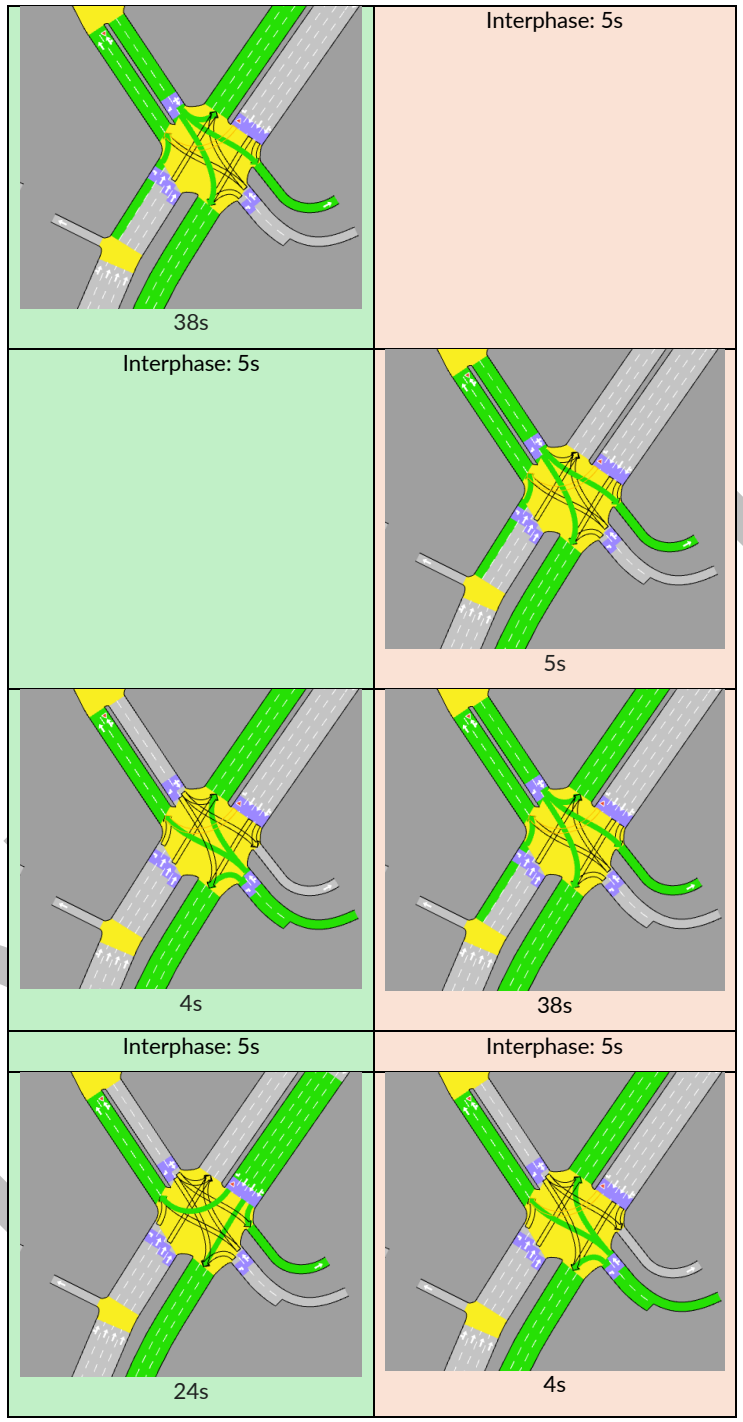
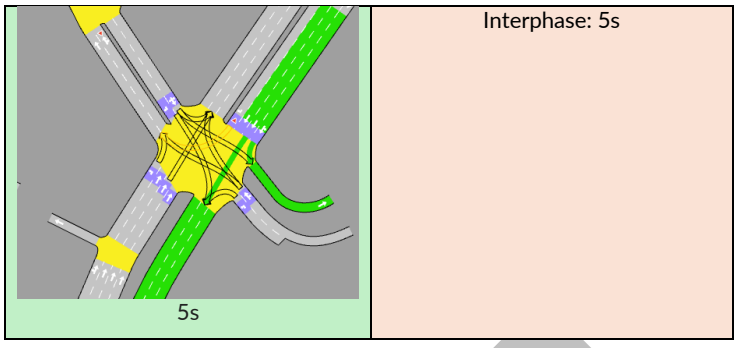
 6s	 24s
 23s	 5s
Interphase: 5s	 6s
 5s	 23s

TTAP Tohunga Transport Advisory Partners





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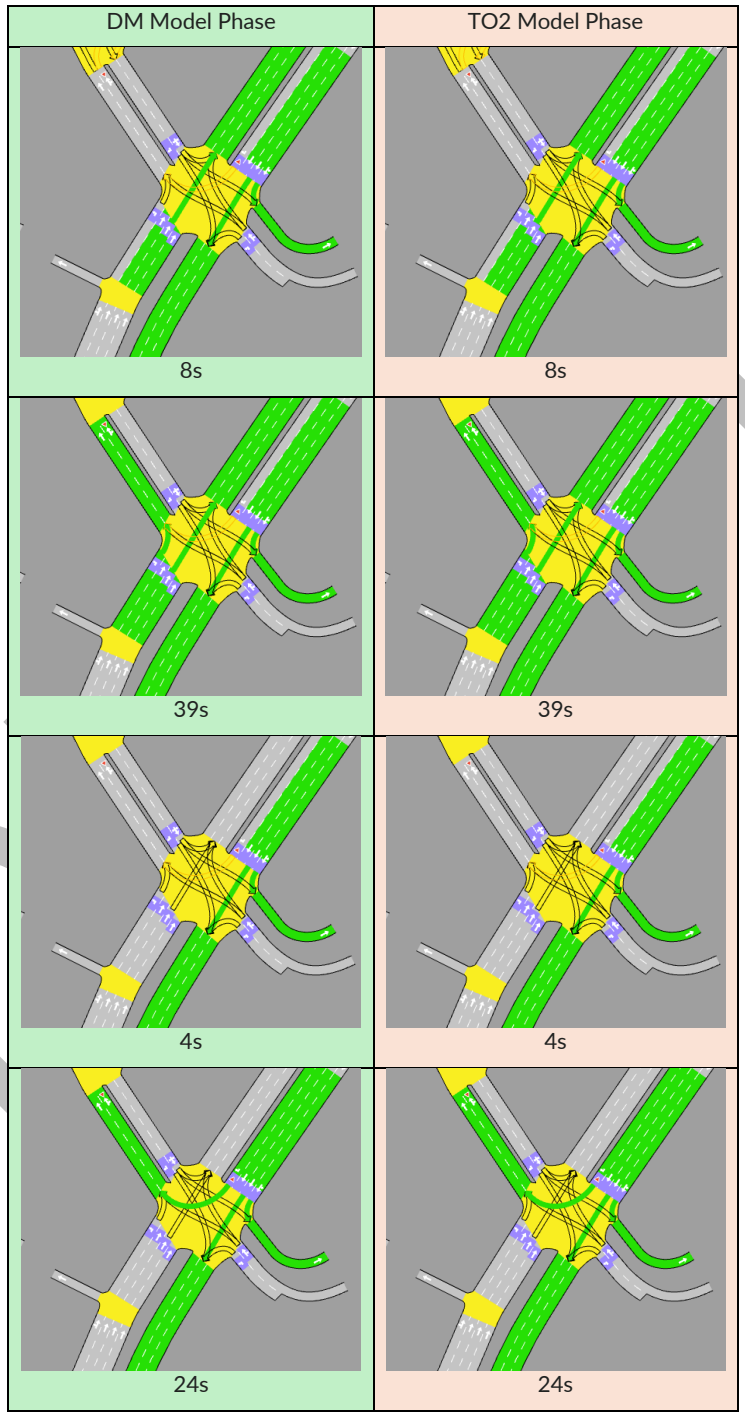

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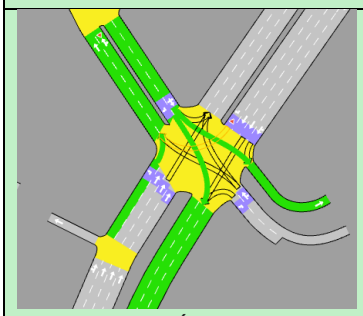	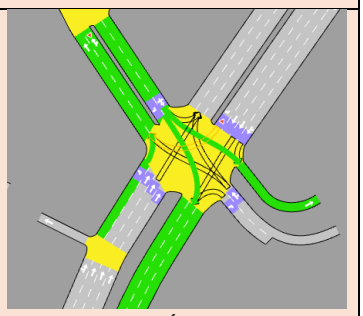
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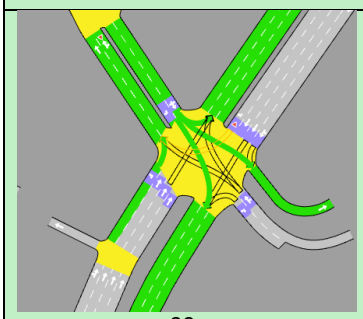	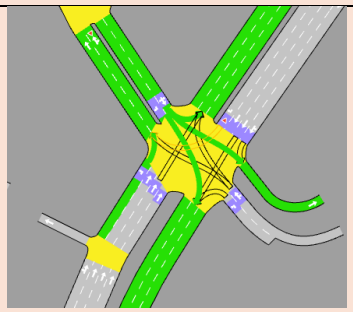
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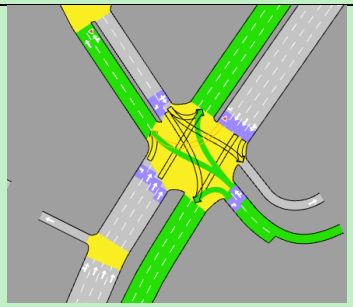	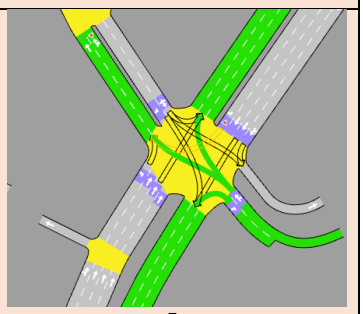
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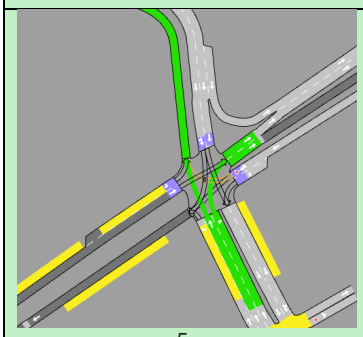
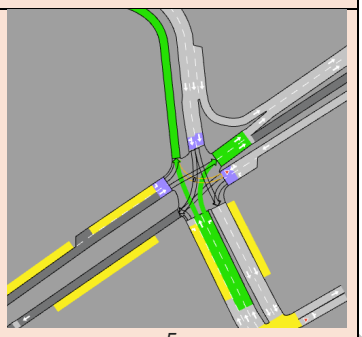
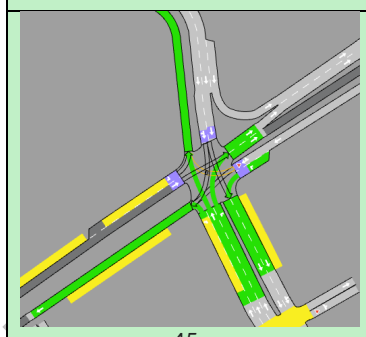
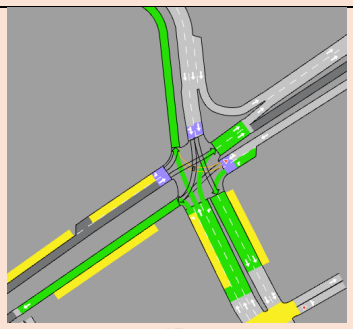
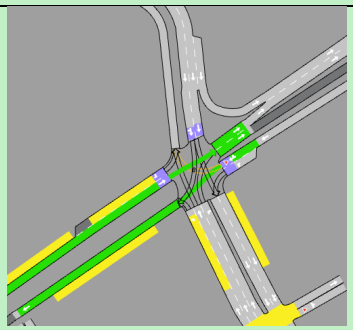
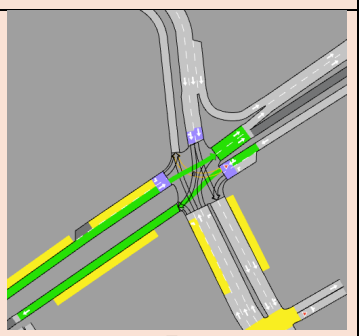
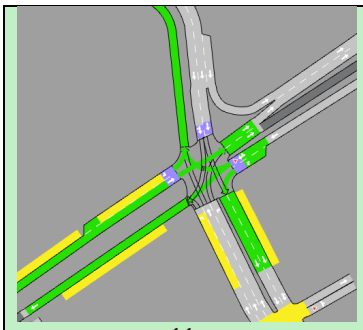
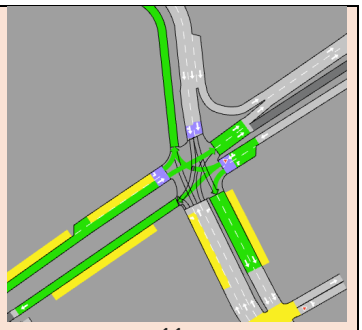
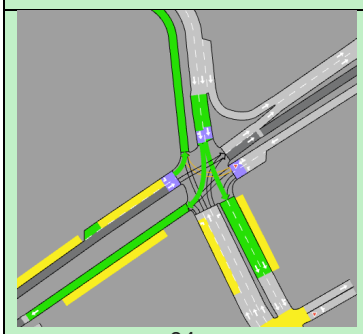
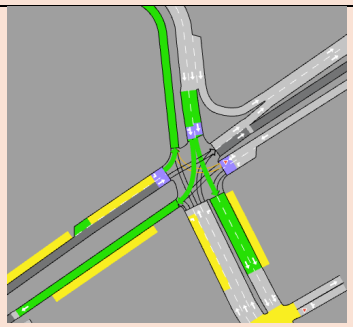
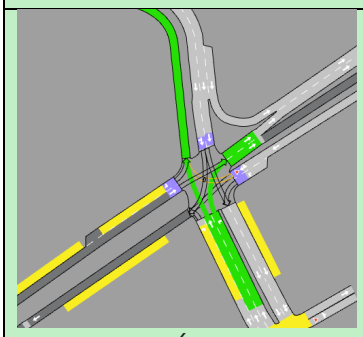
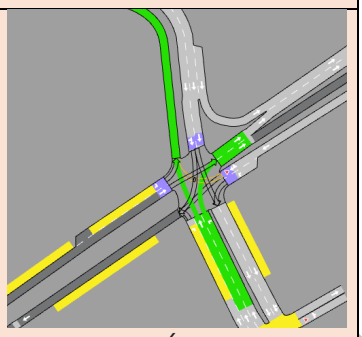
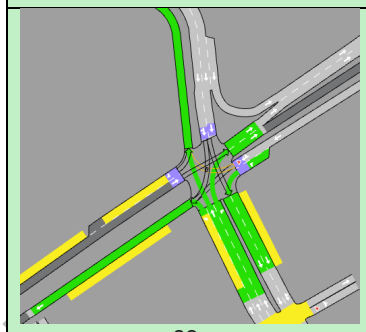
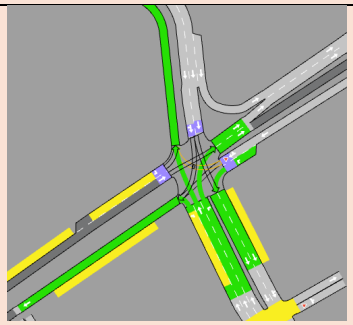
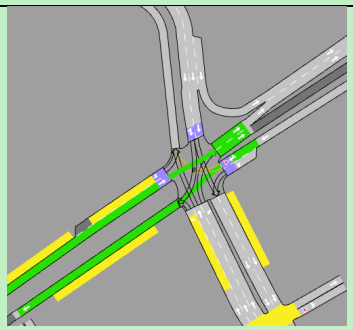
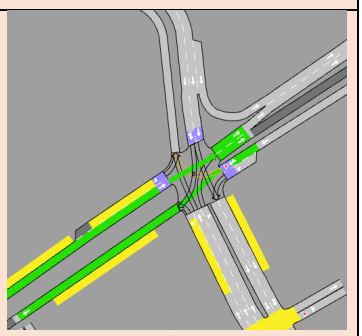
 5s	 5s
 45s	 45s
Interphase: 6s	Interphase: 6s
 7s	 7s

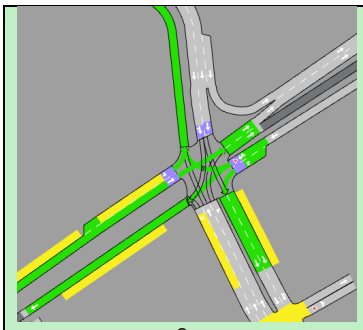
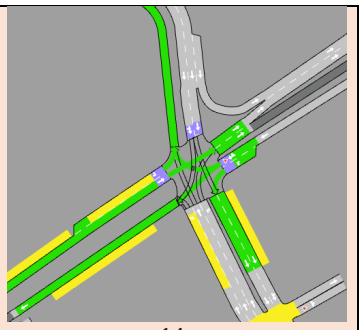
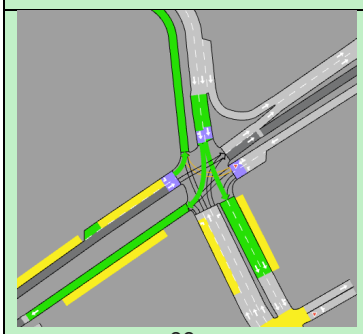
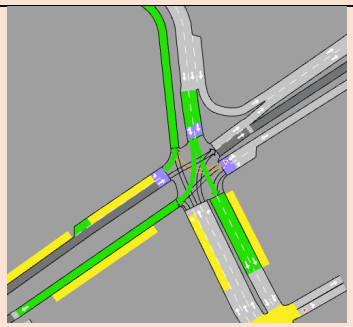
	
11s	11s
Interphase: 6s	Interphase: 6s
	
34s	34s
Interphase: 6s	Interphase: 6s

DRAFT

Whitmore St/Lambton Quay (2033 PM):

Model: DM Cycle: 100 s TO2 Cycle: 120 s Interphase: 6 s

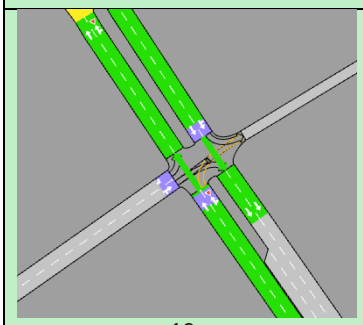
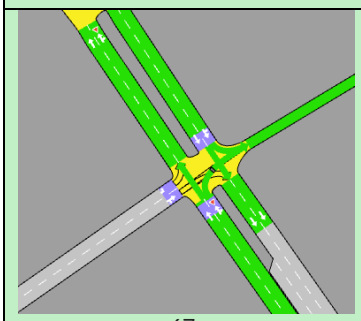
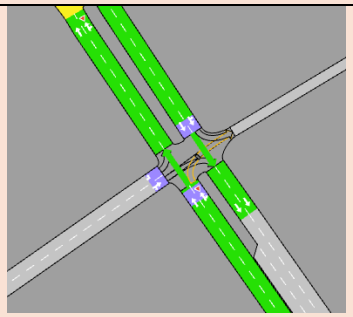
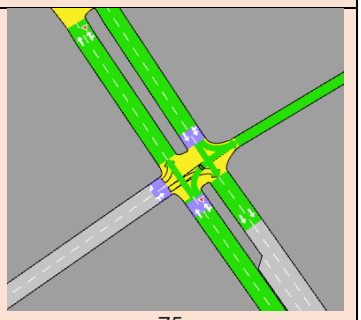
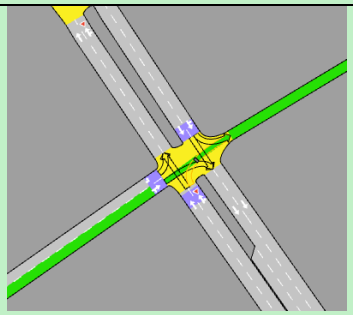
DM Model Phase	TO2 Model Phase
	
6s	6s
	
39s	51s
Interphase: 6s	Interphase: 6s
	
6s	6s

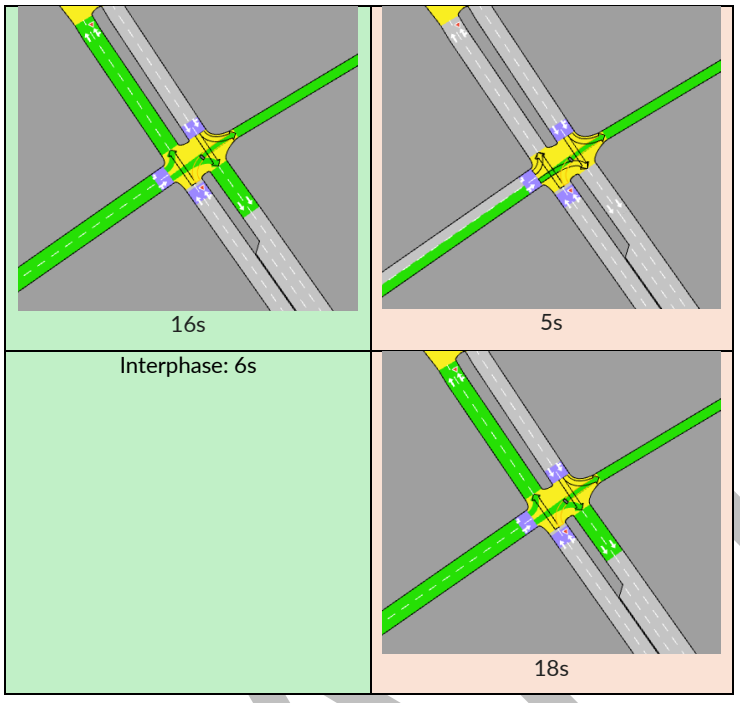
 9s	 14s
Interphase: 6s	Interphase: 6s
 22s	 25s
Interphase: 6s	Interphase: 6s

DRAFT

Whitmore St/ Stout St (2033 AM):

Model: DM Cycle: 110 s TO2 Cycle: 120 s Interphase: 6 s

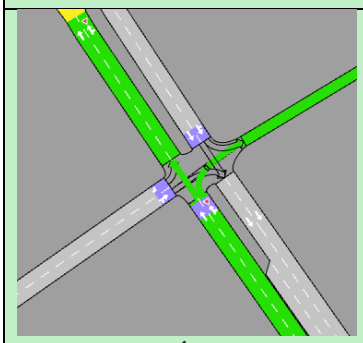
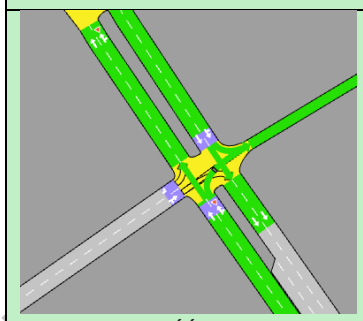
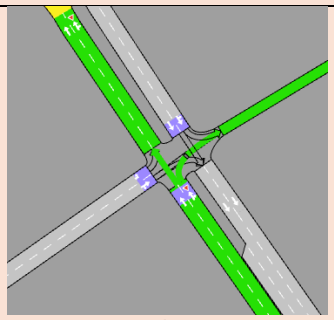
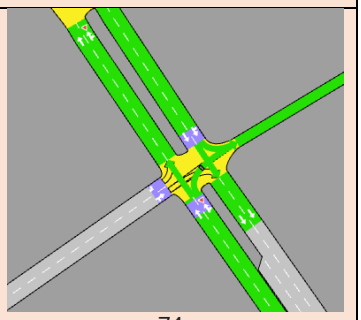
DM Model Phase	TO2 Model Phase
 10s	Interphase: 6s
 67s	 10s
Interphase: 6s	 75s
 5s	Interphase: 6s

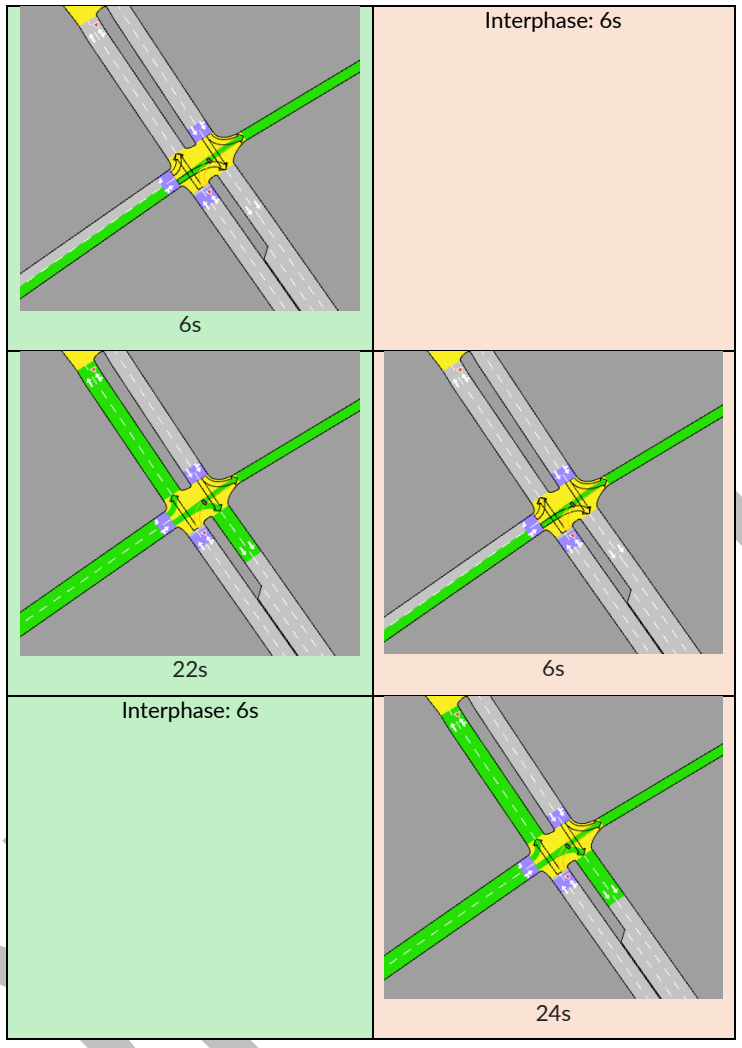


DRAFT

Whitmore St/ Stout St (2033 PM):

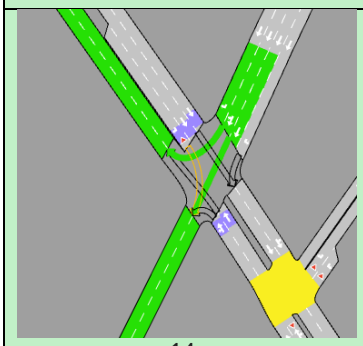
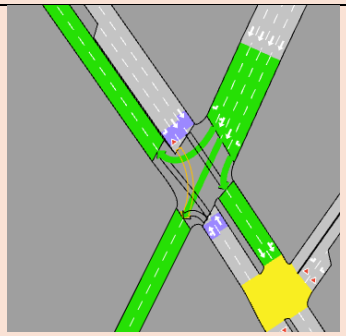
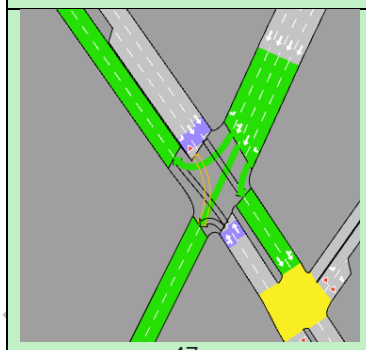
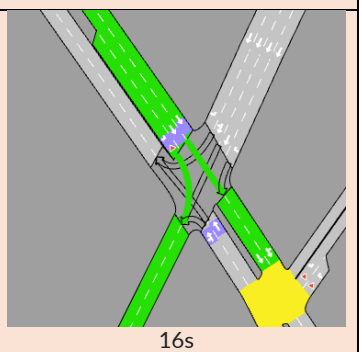
Model: DM Cycle: 110 s TO2 Cycle: 120 s Interphase: 6 s

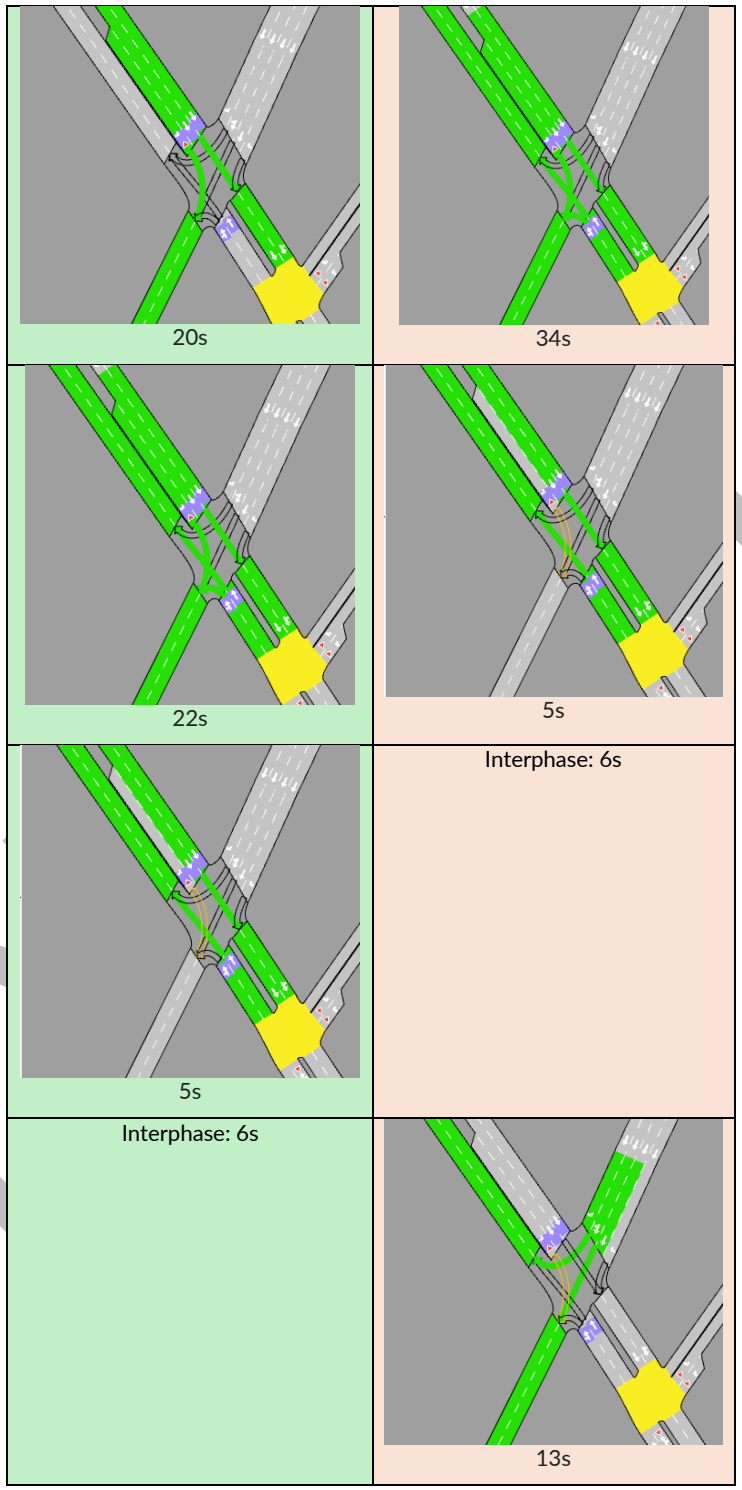
DM Model Phase	TO2 Model Phase
 4s	Interphase: 6s
 66s	 4s
Interphase: 6s	 74s


Interphase: 6s
6s
22s
6s
Interphase: 6s
24s

Whitmore St/ Featherston St (2033 AM):

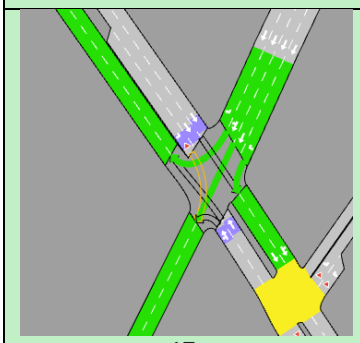
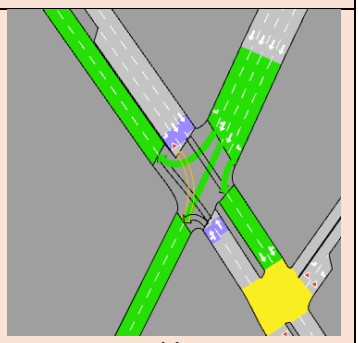
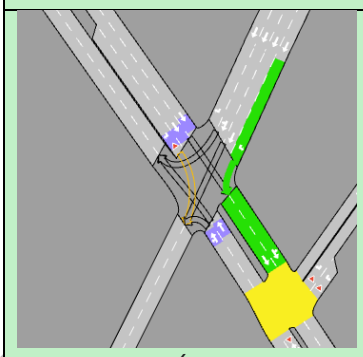
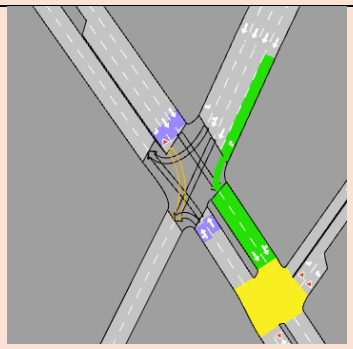
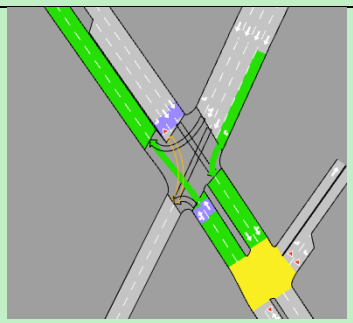
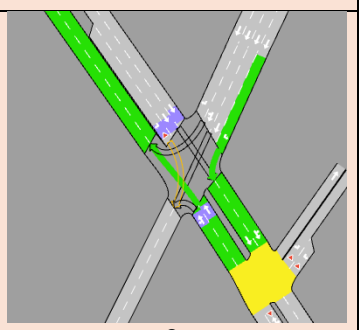
Model: DM Cycle: 120 s TO2 Cycle: 120 s Interphase: 6 s

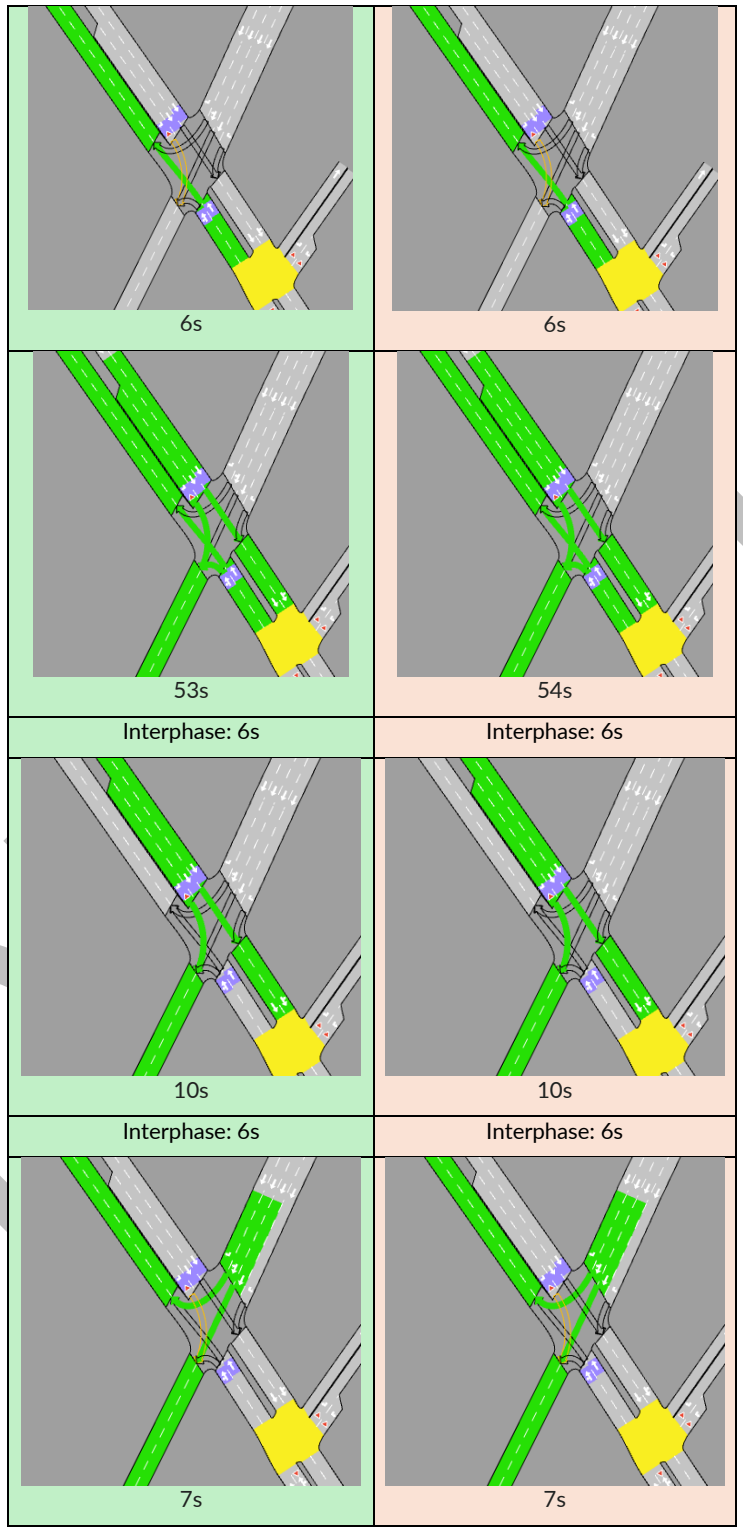
DM Model Phase	TO2 Model Phase
 14s	 40s
 47s	Interphase: 6s
Interphase: 6s	 16s


20s
34s
22s
5s
Interphase: 6s
5s
Interphase: 6s
13s

Whitmore St/ Featherston St (2033 PM):

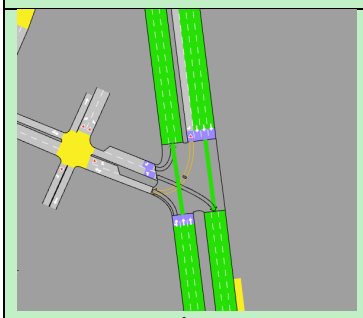
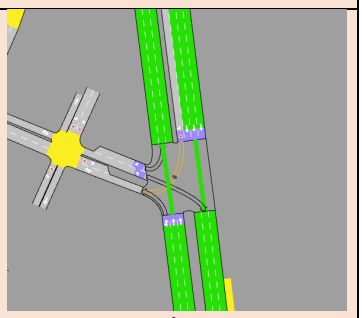
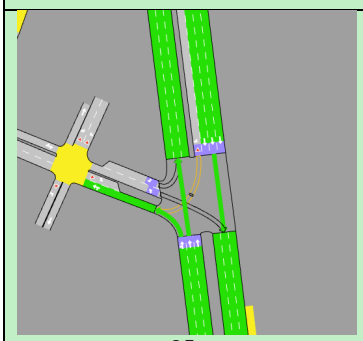
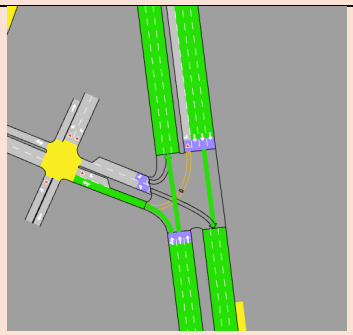
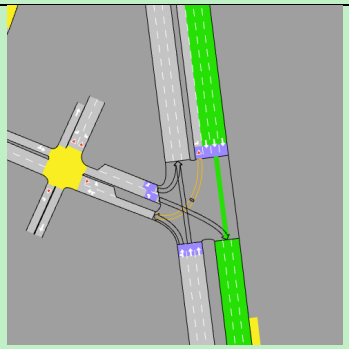
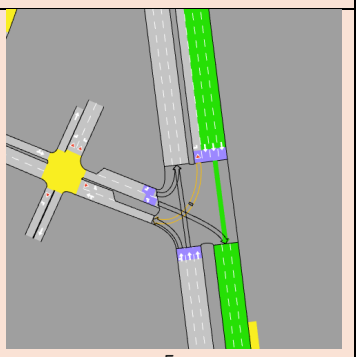
Model: DM Cycle: 120 s TO2 Cycle: 120 s Interphase: 6 s

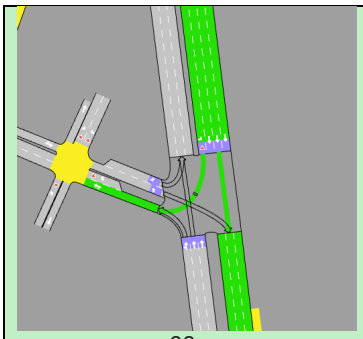
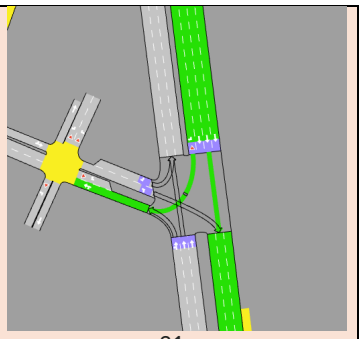
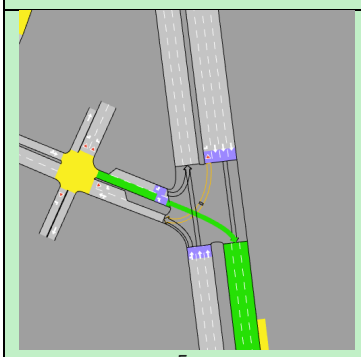
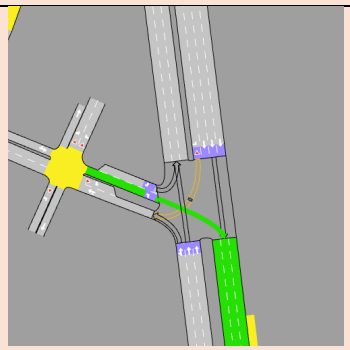
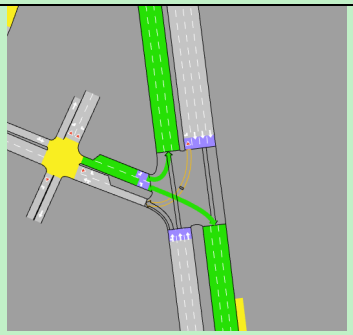
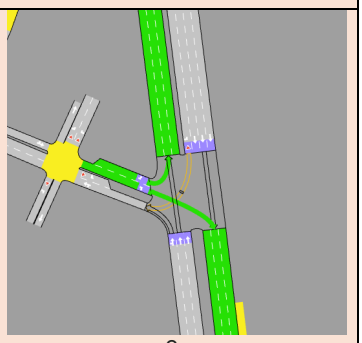
DM Model Phase	TO2 Model Phase
 17s	 16s
 6s	 6s
 9s	 9s

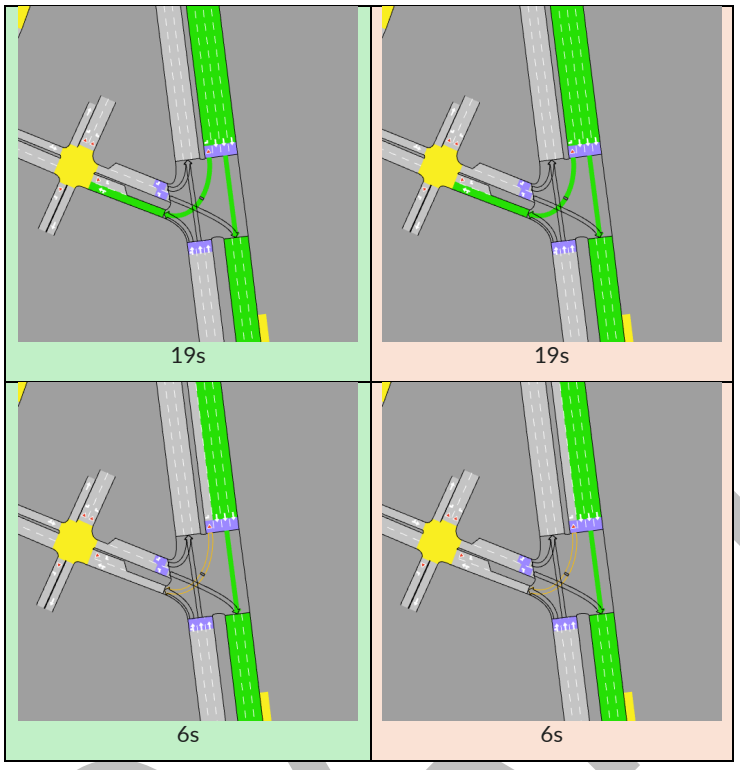

6s
6s
53s
54s
Interphase: 6s
Interphase: 6s
10s
10s
Interphase: 6s
Interphase: 6s
7s
7s

HQ/ Willeston St (2033 AM):

Model: DM Cycle: 120 s TO2 Cycle: 120 s Interphase: 6 s

DM Model Phase	TO2 Model Phase
 6s	 6s
 35s	 37s
 5s	 5s

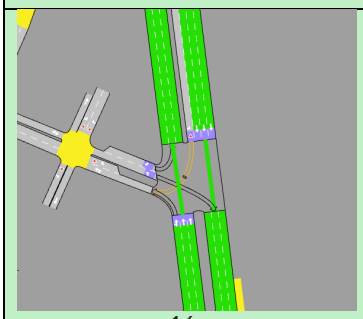
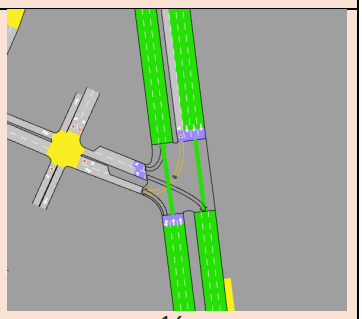
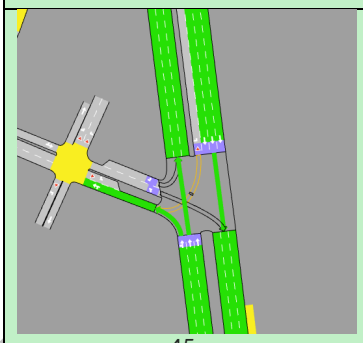
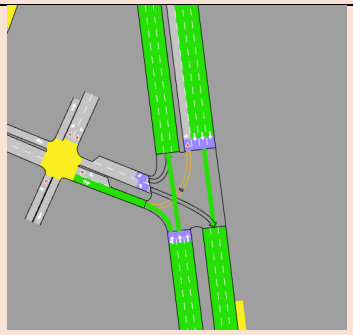
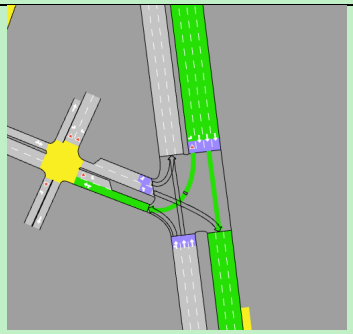
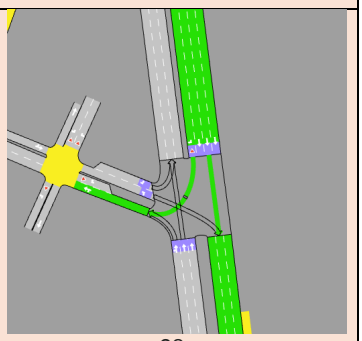
 23s	 21s
Interphase: 6s	Interphase: 6s
 5s	 5s
 9s	 9s
Interphase: 6s	Interphase: 6s

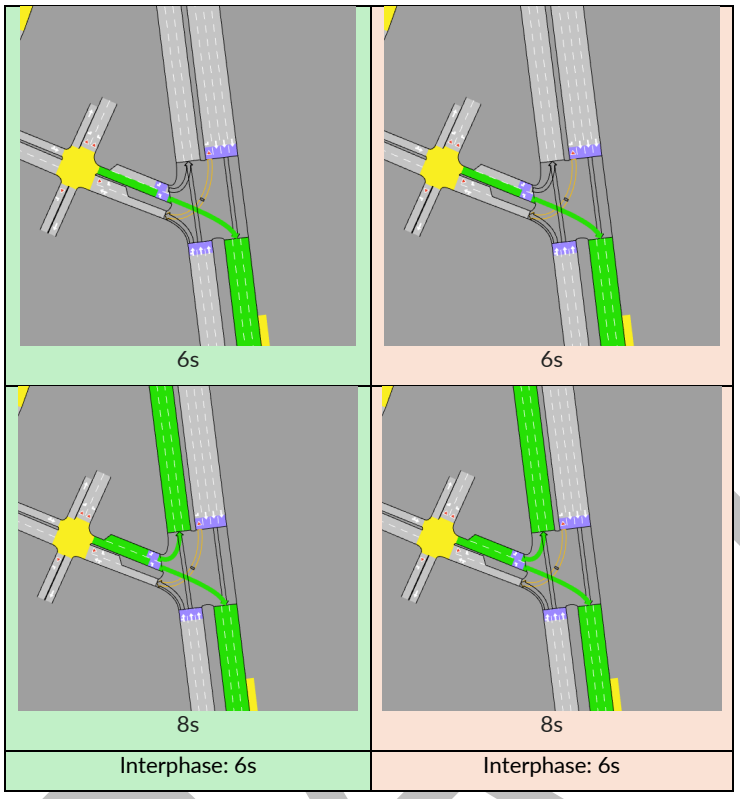


DRAFT

HQ/ Willeston St (2033 PM):

Model: DM Cycle: 120 s TO2 Cycle: 120 s Interphase: 6 s

DM Model Phase	TO2 Model Phase
 16s	 16s
 45s	 44s
Interphase: 6s	Interphase: 6s
 27s	 28s
Interphase: 6s	Interphase: 6s



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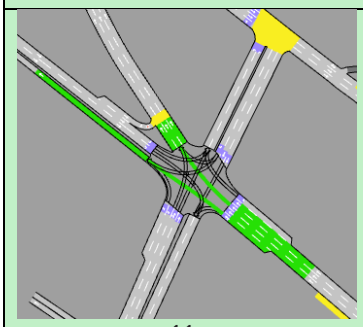
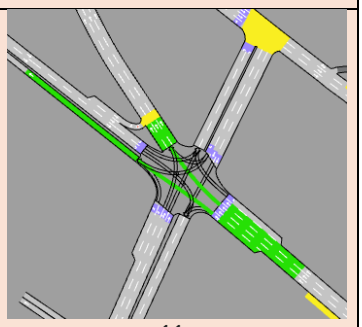
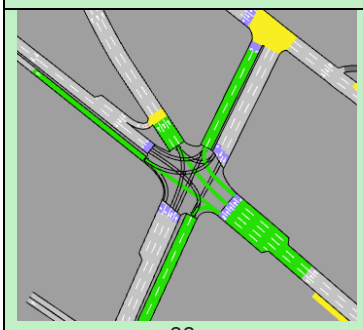
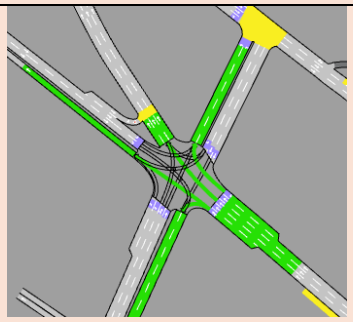
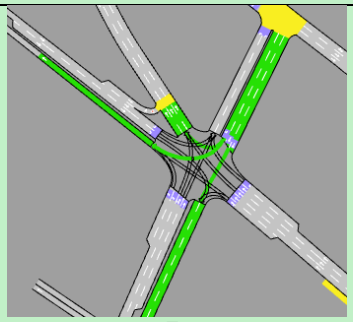
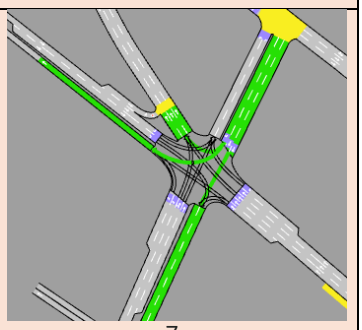
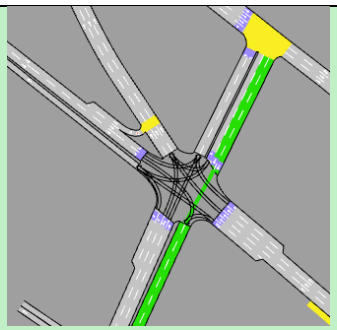
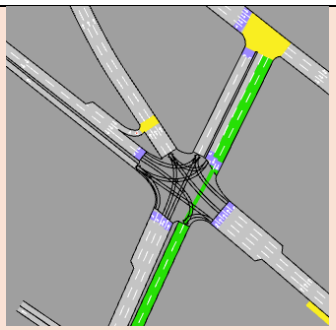
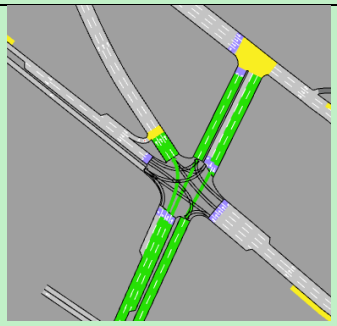
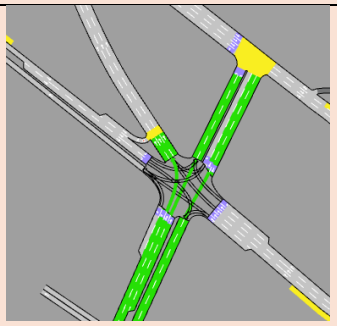
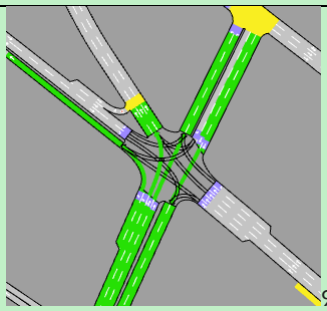
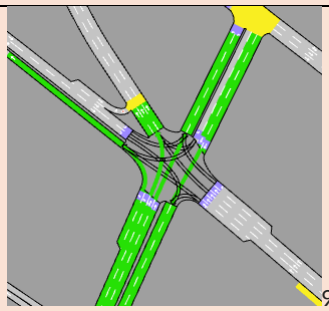
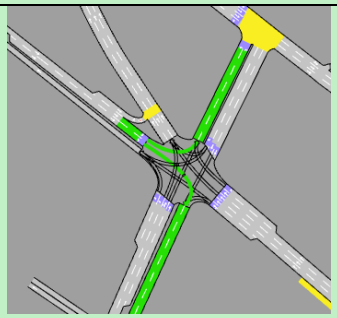
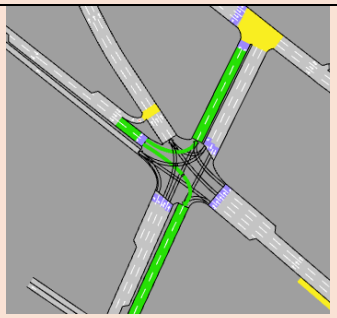
Wakefield St/ Taranaki St (2022 AM):

Model: Base Cycle: 90 s TO2 Cycle: 90 s Interphase: 6 s

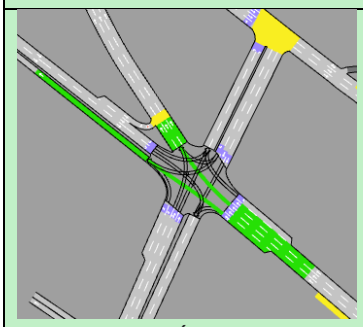
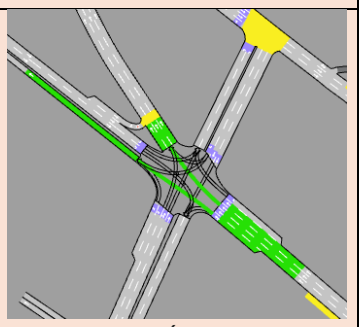
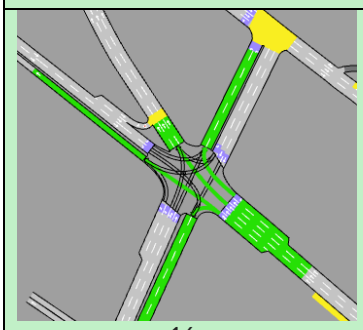
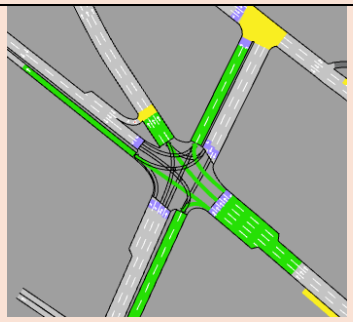
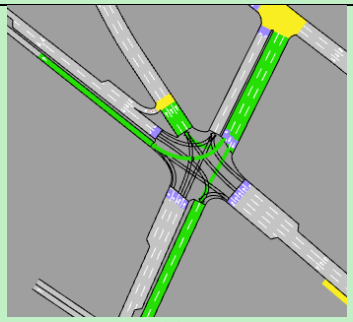
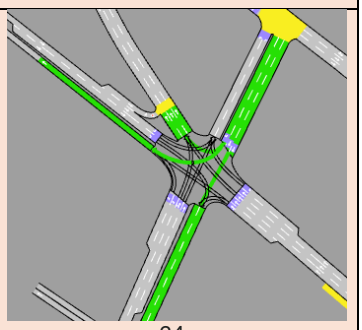
Base Model Phase	TO2 Model Phase
	
11s	11s
	
23s	23s
Interphase: 5s	Interphase: 5s
	
7s	7s

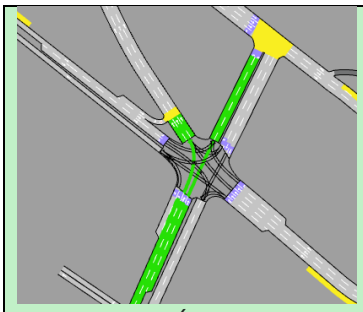
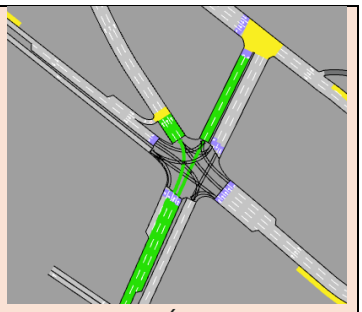
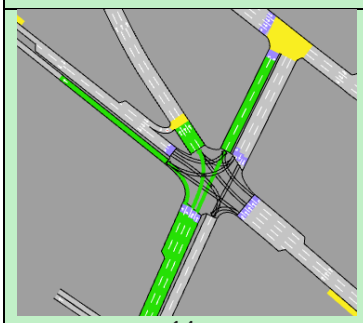
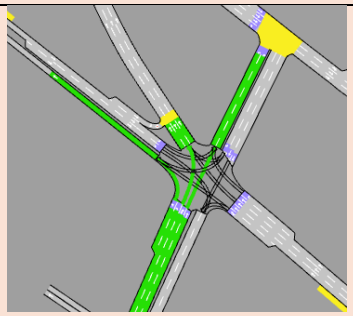
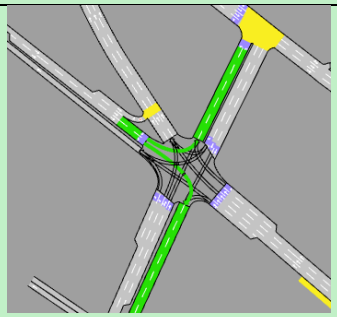
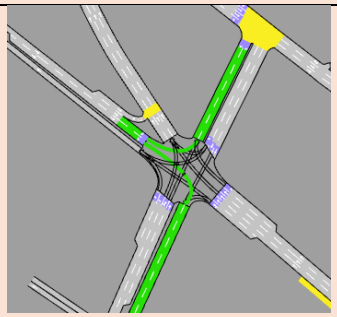
TTAP Tohunga Transport Advisory Partners

 5s	 5s
 6s	 6s
 9s	 9s
Interphase: 6s	Interphase: 6s
 12s	 12s
Interphase: 6s	Interphase: 6s

Wakefield St/ Taranaki St (2022 PM):

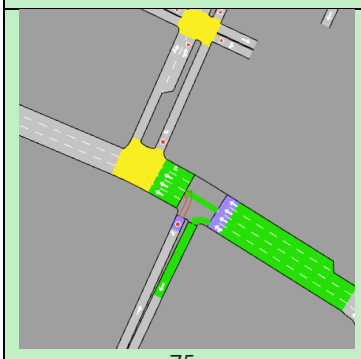
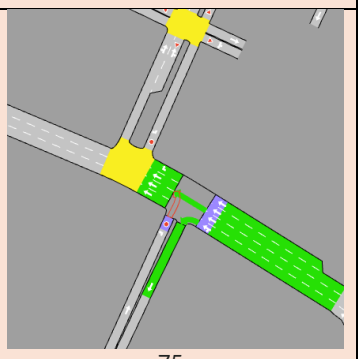
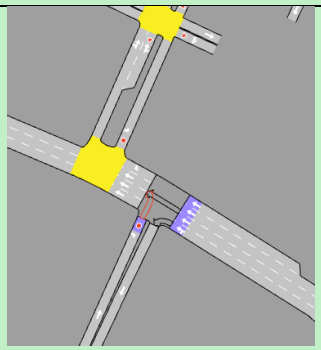
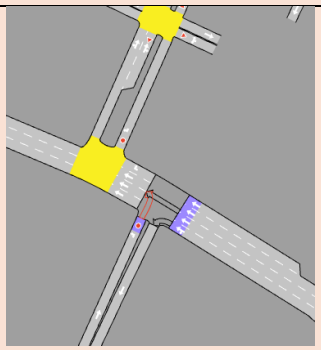
Model: Base Cycle: 95 s TO2 Cycle: 103 s Interphase: 6 s

Base Model Phase	TO2 Model Phase
	
6s	6s
	
16s	20s
Interphase: 6s	Interphase: 6s
	
20s	24s
Interphase: 5s	Interphase: 5s

 6s	 6s
 14s	 14s
Interphase: 6s	Interphase: 6s
 10s	 10s
Interphase: 6s	Interphase: 6s

Wakefield St/ Blair St (2022 AM):

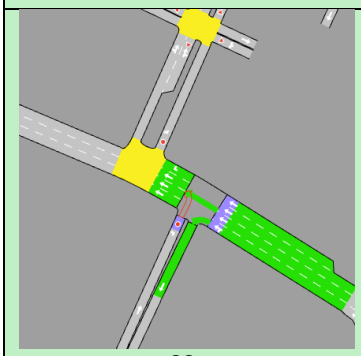
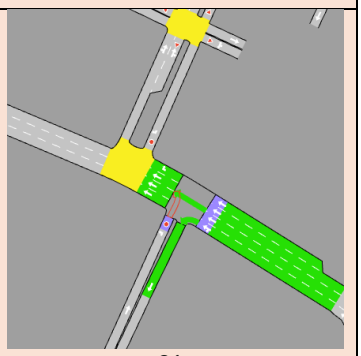
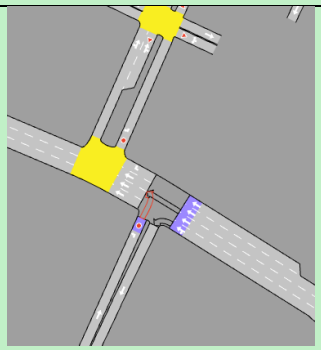
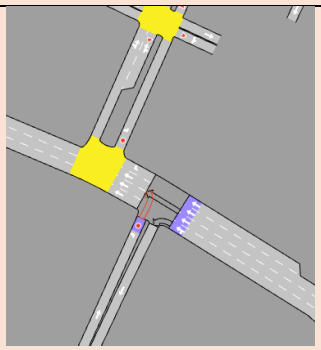
Model: Base Cycle: 97 s TO2 Cycle: 97 s Interphase: 6 s

Base Model Phase	TO2 Model Phase
 75s	 75s
Interphase: 6s	Interphase: 6s
 11s	 11s
Interphase: 5s	Interphase: 5s

DRAFT

Wakefield St/ Blair St (2022 PM):

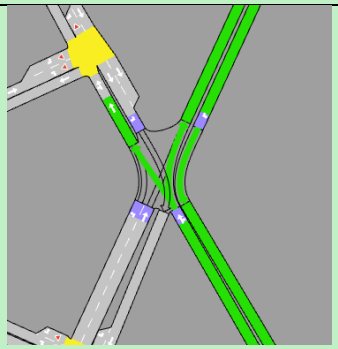
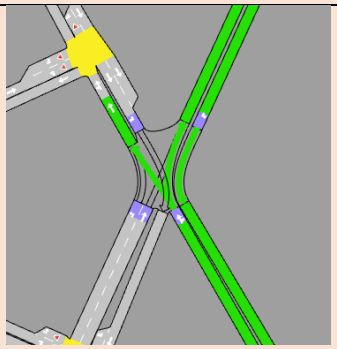
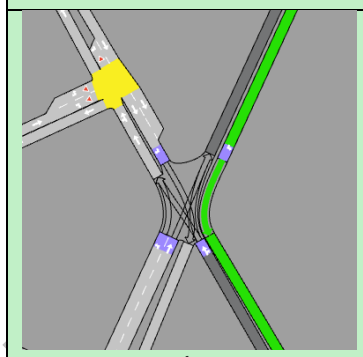
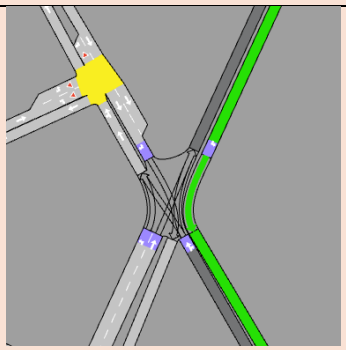
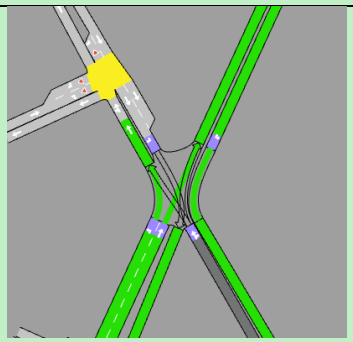
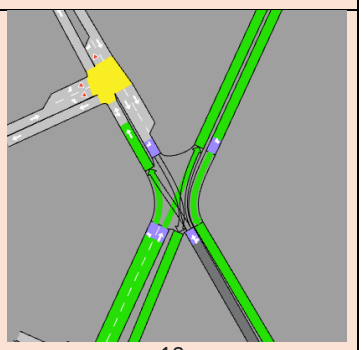
Model: Base Cycle: 106 s TO2 Cycle: 103 s Interphase: 6 s

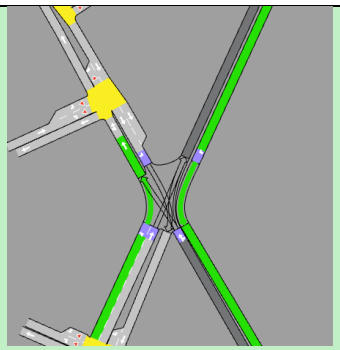
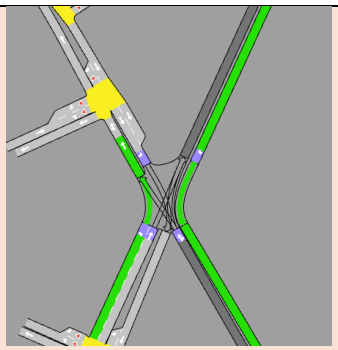
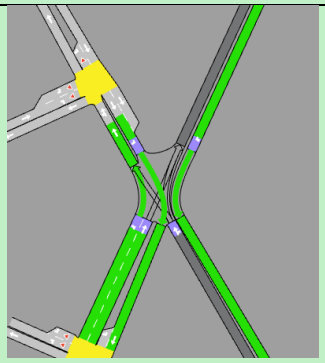
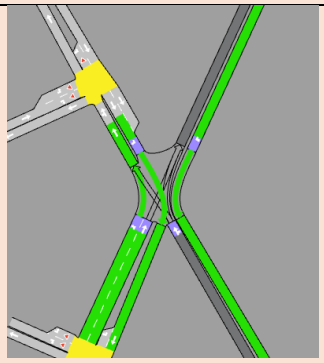
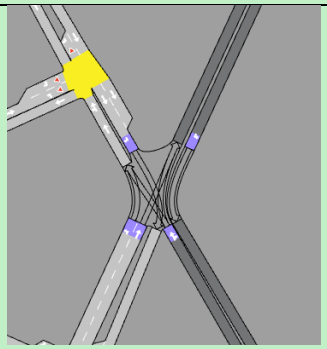
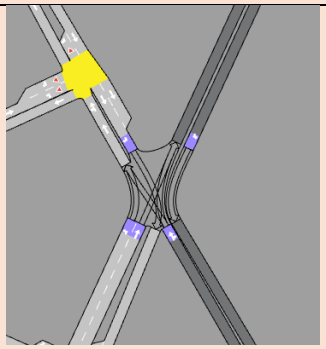
Base Model Phase	TO2 Model Phase
	
82s	81s
Interphase: 6s	Interphase: 6s
	
12s	10s
Interphase: 5s	Interphase: 5s

DRAFT

Willis St/ Manners St (2033 AM):

Model: DM Cycle: 105 s TO2 Cycle: 90 s Interphase: 6 s

DM Model Phase	TO2 Model Phase
 23s	 8s
 6s	 6s
 13s	 13s

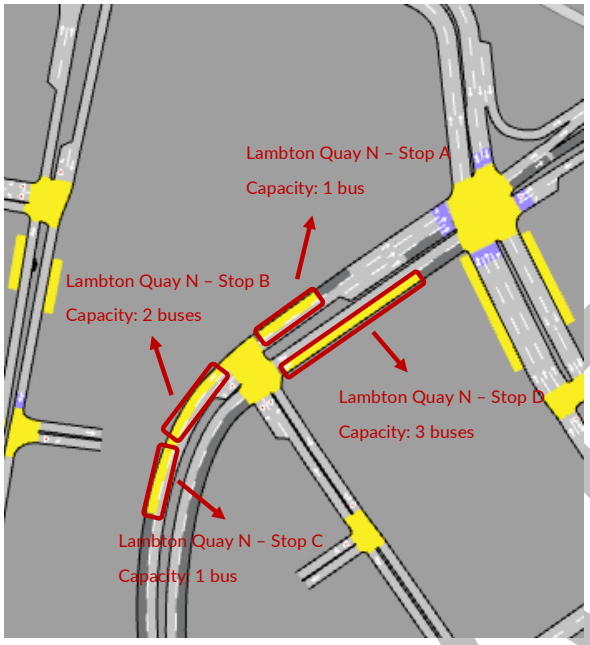
 5s	 5s
 35s	 35s
Interphase: 6s	Interphase: 6s
 14s	 11s
Interphase: 6s	Interphase: 6s

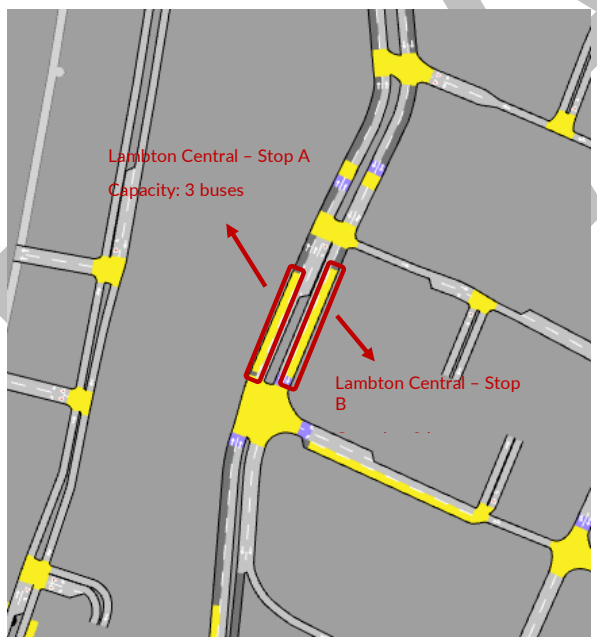
Appendix B - Model Bus Stops Design Assumptions

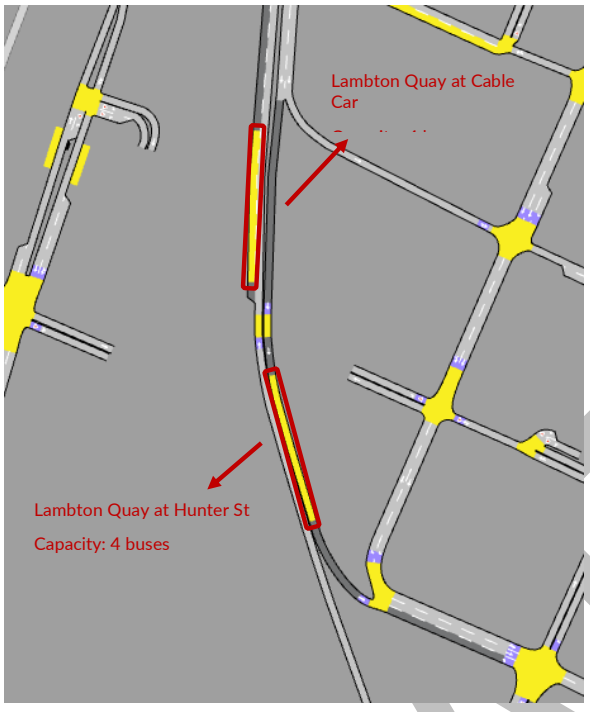
DRAFT

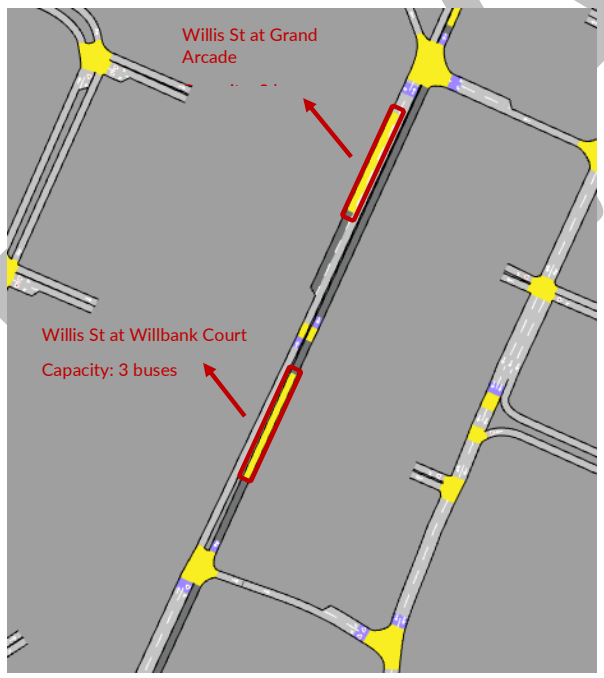
1st Spine Bus Stops:

2022:






Lambton Quay at Cable Car
Lambton Quay at Hunter St
Capacity: 4 buses


Willis St at Grand Arcade
Willis St at Willbank Court
Capacity: 3 buses

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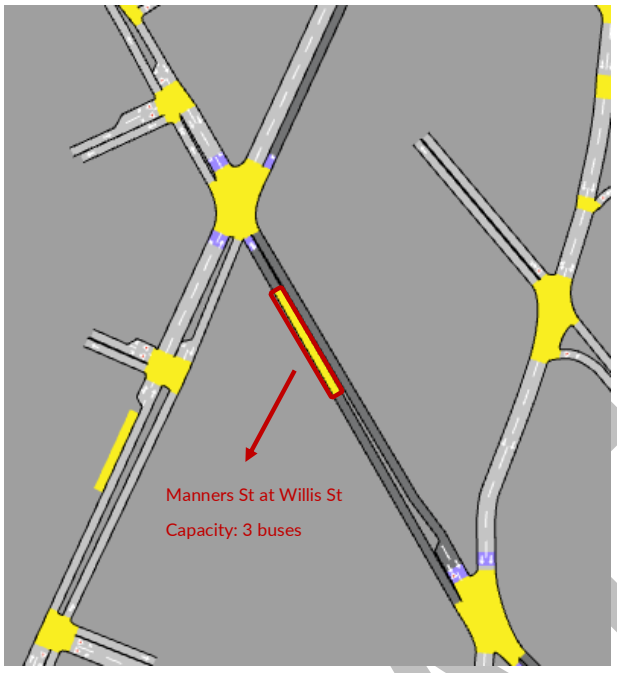
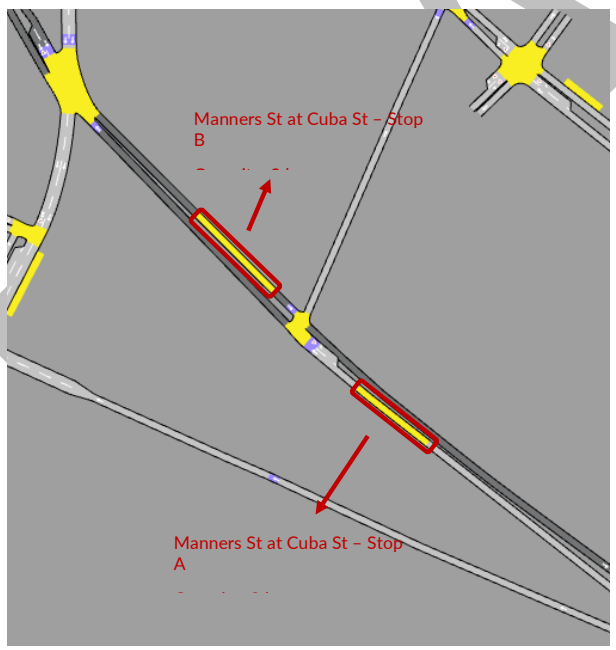

Manners St at Willis St
Capacity: 3 buses


Manners St at Cuba St – Stop B
Manners St at Cuba St – Stop A

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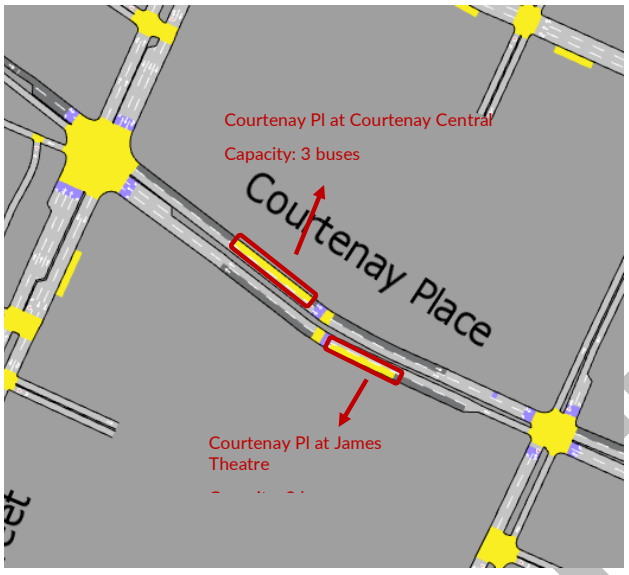
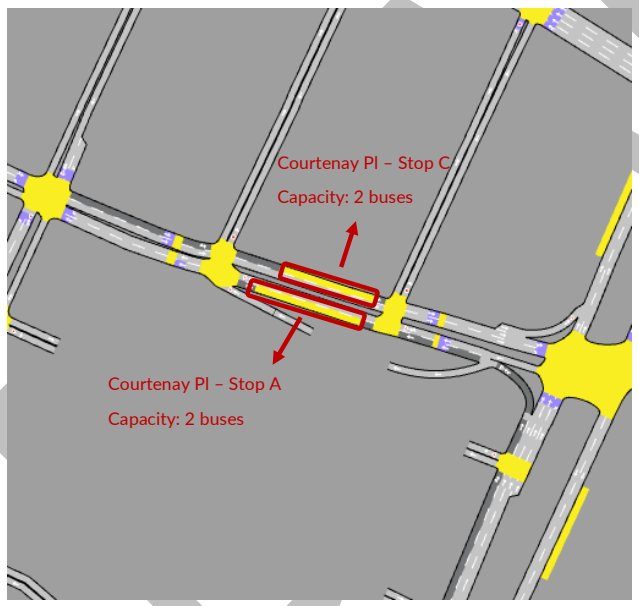
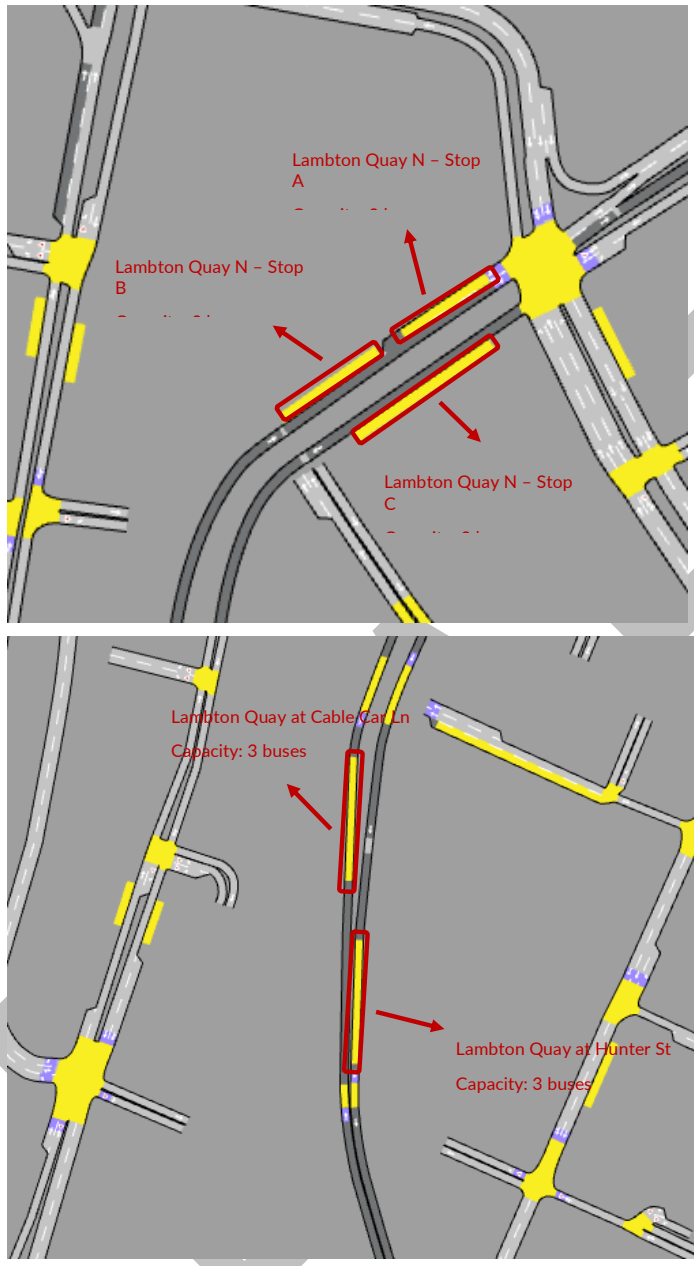
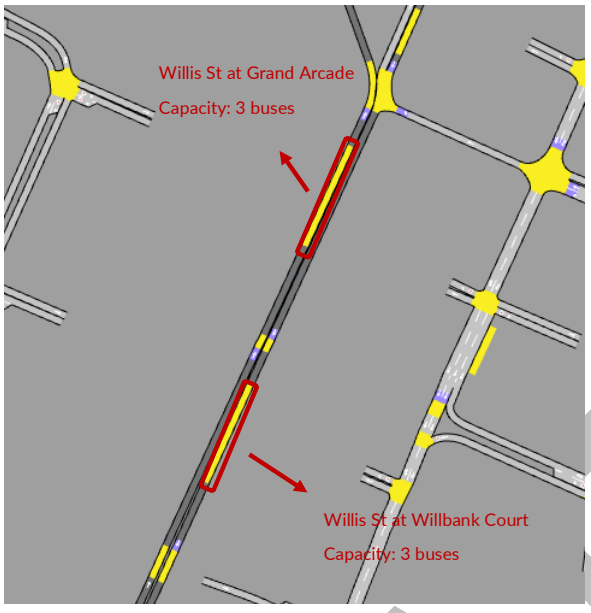
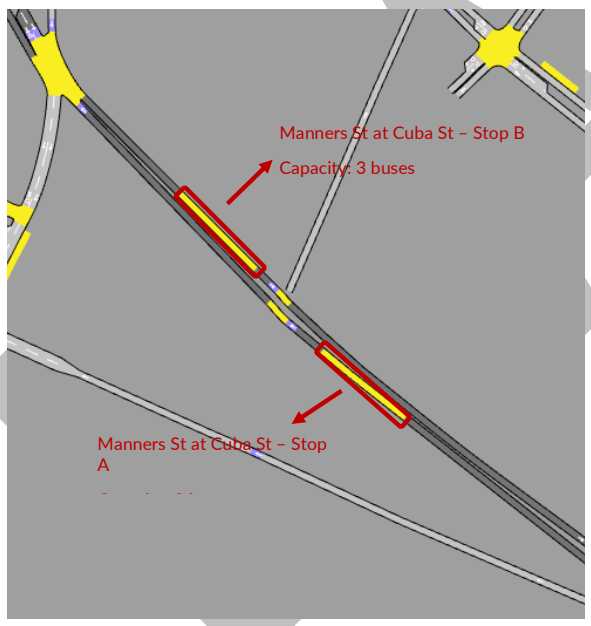

Courtenay Pl at Courtenay Central
Capacity: 3 buses
Courtenay Place
Courtenay Pl at James Theatre


Courtenay Pl – Stop C
Capacity: 2 buses
Courtenay Pl – Stop A
Capacity: 2 buses

2033:


Lambton Quay N – Stop A
Lambton Quay N – Stop B
Lambton Quay N – Stop C
Lambton Quay at Cable Car Ln
Capacity: 3 buses
Lambton Quay at Hunter St
Capacity: 3 buses


Willis St at Grand Arcade
Capacity: 3 buses
Willis St at Willbank Court
Capacity: 3 buses


Manners St at Cuba St – Stop B
Capacity: 3 buses
Manners St at Cuba St – Stop A

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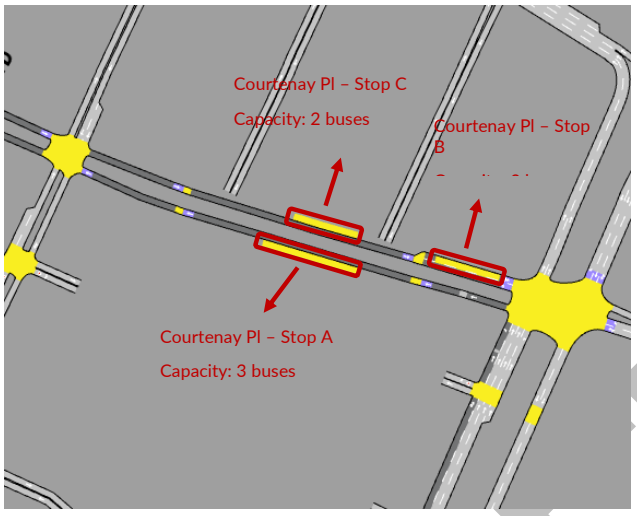
Courtenay Pl – Stop C
Capacity: 2 buses
Courtenay Pl – Stop B
Courtenay Pl – Stop A
Capacity: 3 buses

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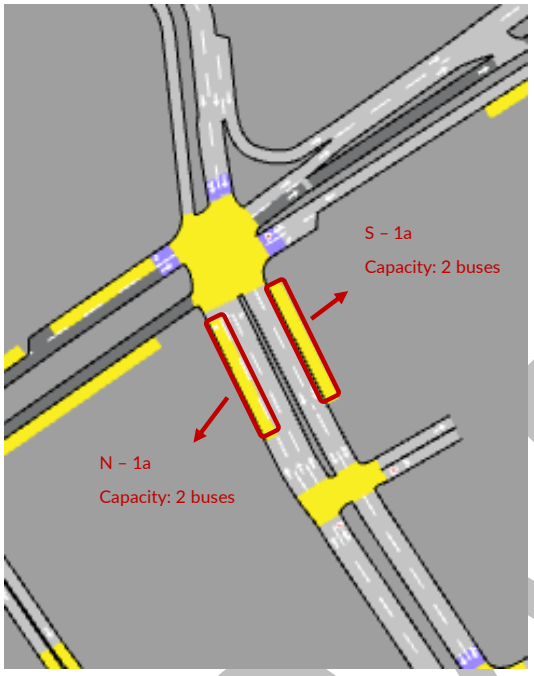
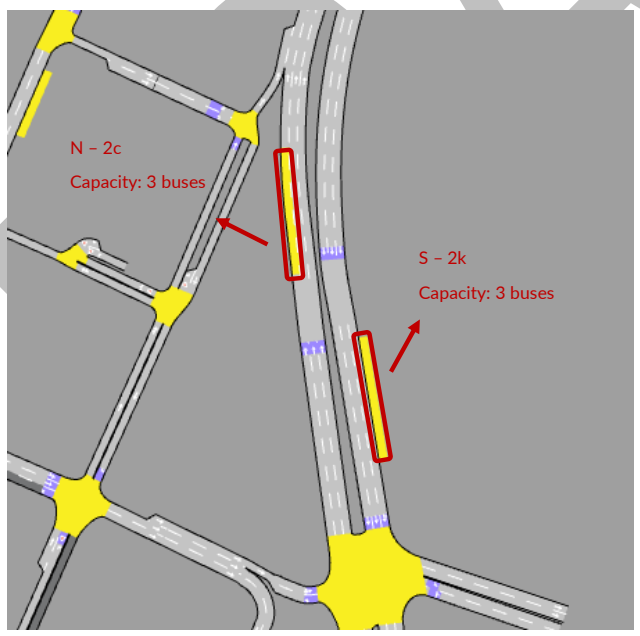
2nd Spine Bus Stops:

2022 / 2033:





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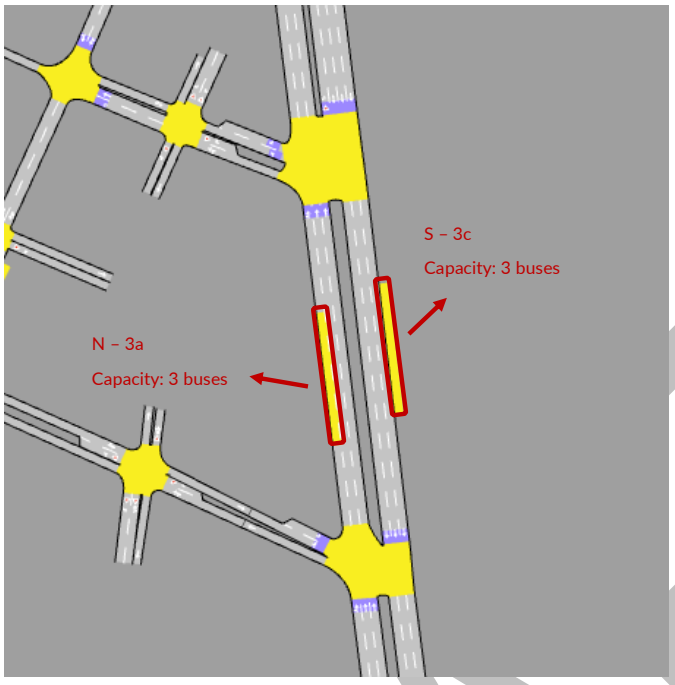
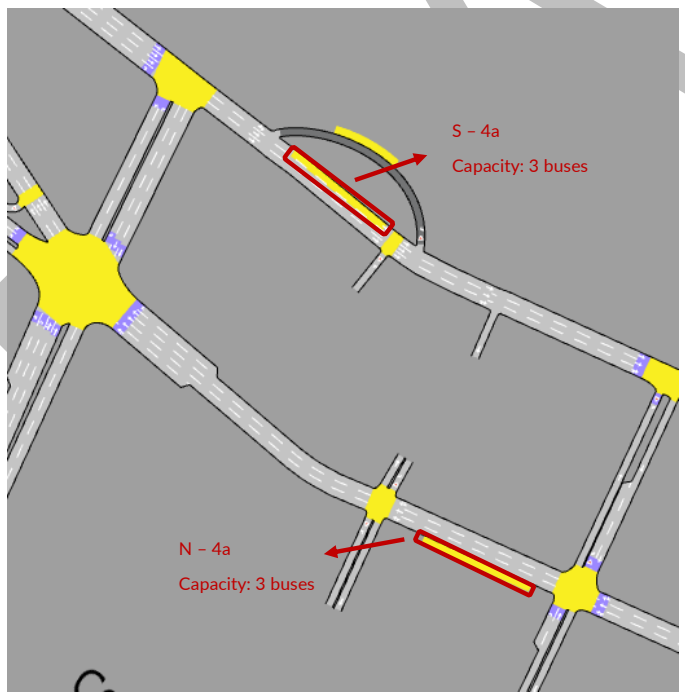
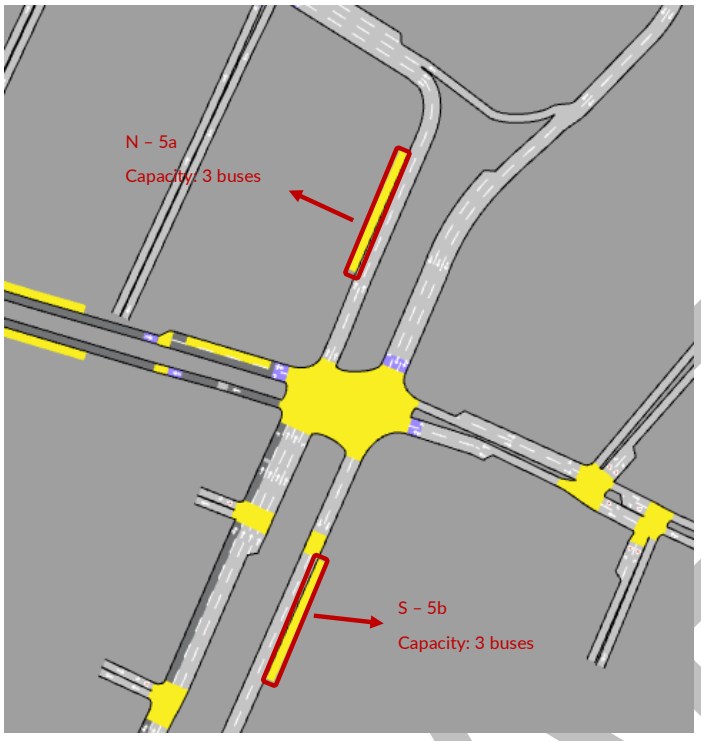

S – 3c
Capacity: 3 buses
N – 3a
Capacity: 3 buses


S – 4a
Capacity: 3 buses
N – 4a
Capacity: 3 buses



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Appendix C - Model Intersection Performance

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Intersection Performance 2022 Base AM Peak

site	type	subpath id	count	delay (sec)	Approch	Approch delay (sec)	average delay (sec)	LOS
Whitmore St / Lambton Quay	Signalized Intersection	33937393	6.2	118.8562018	E	116.46	48.2	D
		33937394	92.2	115.7288353				
		33937426	17.6	119.4357605				
		33937372	304.2	43.3731651	N	48.72		
		33937369	124.2	61.81572373				
		33937382	7.2	47.0913633	S	38.01		
		33937383	430	41.23096069				
		33937384	162.8	29.10920068				
		33937375	171.6	31.73587732	W	42.18		
		33937381	168	52.85558132				
Whitmore St / Featherston St	Signalized Intersection	33937422	311.8	81.93994043	E	52.15	50.2	D
		33937421	692.8	40.88971435				
		33937420	383.2	48.26773979	N	61.25		
		33937425	194.4	63.08878291				
		33937424	95.8	57.52293391	S	35.14		
		33937419	86.8	35.06339007				
		33937423	308	35.16297173				
Whitmore St / HQ	Signalized Intersection	33937429	1	11.33460893	E	58.78	55.2	E
		33937428	1881	57.17925971				
		33937427	107.2	87.25600815	N	94.62		
		33937418	79.6	98.62175128				
		33937417	2.2	51.46836264				
		33937400	409.6	94.07874161	S	77.94		
		33937397	0.6	76.45943117				
		33937396	1	72.66368329				
		33937395	0.4	93.36274241	W	26.43		
		33937399	313.6	19.92005259				
		33937398	609.4	29.77907906				
HQ / Hunter St	Signalized Intersection	33937386	60.6	87.66219784	E	84.47	53.7	D
		33937387	33.4	78.6752211				
		33937430	76.6	27.10412274	N	70.73		
		33937431	2221.2	72.23856952				
		33937378	946.8	2.155434137	S	9.55		
		33937385	39.4	187.3099925				
		33937432	2.6	107.3667354	W	66.19		
		33937373	50.4	58.68501123				
		33937377	59.8	70.71993094				
HQ / Willeston St	Signalized Intersection	33937388	1923	5.149964457	N	18.94	21.6	C
		33937401	413.8	83.01821314				
		33937441	337.6	33.61222016	S	25.13		
		33937440	932.2	22.05426725				
		33937402	5.2	47.68725651	W	65.75		
		33937442	31.8	68.70019985				
HQ / Harris St	Signalized Intersection	33937439	2000.4	12.46344123	N	12.46	19.5	B
		33937436	75.4	13.88441986	S	27.90		
		33937435	1220.6	28.76248507				
		33937438	33.6	72.81456155	W	57.63		
		33937437	47.6	46.90749057				
Taranaki St / Courtenay Pl	Signalized Intersection	33937409	111.4	29.9711857	E	45.26	57.2	E
		33937410	177.8	38.63121964				
		33937458	22.8	171.6726397	N	59.36		
		33937447	107.6	71.81164591				
		33937448	444.8	53.70606309				
		33937374	62.6	78.11125214	S	66.42		
		33937390	57.2	60.29105663				
		33937391	368.4	58.67705667				
		33937392	61.6	118.4046302				
		33937379	0		W	34.85		
		33937380	77.4	31.50828808				
		33937389	14	53.33731147				
Taranaki St / Wakefield St	Signalized Intersection	33937444	104.4	59.92634797	E	44.21	50.1	D
		33937445	964	42.12179043				
		33937446	11	77.92569715	N	34.20		
		33937406	439.2	34.11171224				
		33937407	1.2	65.75928222	S	75.61		
		33937403	290.4	78.62670606				
		33937443	55.4	59.80882607	W	75.45		
		33937405	70.4	98.30631028				
		33937404	105.2	60.15077279				
Taranaki St / Cable St	Signalized Intersection	33937408	138.4	40.42965512	S	40.43	34.9	C
		33937434	1507	23.25180655	W	34.55		
		33937433	565.6	64.65347106				
Tory St / Courtenay Pl	Signalized Intersection	33937463	97.8	31.087723	E	29.12	49.2	D
		33937464	241.4	27.76116801				
		33937465	2	97.69733537	N	111.32		
		33937415	13.6	208.7972905				
		33937414	109	99.15522053	S	47.52		
		33937460	69.2	47.05340379				
		33937461	53.4	43.74341733				
		33937462	35.6	54.11013221	W	46.64		
		33937412	6.4	37.85626606				
		33937411	113	35.67257372				
		33937459	74.2	64.09288117				
Tory St / Wakefield St	Signalized Intersection	33937450	80.8	32.12953206	E	33.72	37.3	D
		33937449	1082	34.85857548				
		33937416	47	10.30797099	N	58.19		
		33937454	84.8	52.00493774				
		33937453	38.2	71.9241667	S	60.08		
		33937452	57.6	65.15040217				
		33937451	20.6	45.9156354				
Tory St / Cable St	Signalized Intersection	33937455	70.6	32.17439158	S	32.17	9.7	A
		33937457	1494.6	8.483306548	W	8.74		
		33937456	120.4	11.92449703				

Intersection Performance 2022 Base PM Peak

site	type	subpath id	count	delay	Approch	Approch delay	average delay	LOS
Whitmore St / Lambton Quay	Signalized Intersection	33937393	6.4	84.27438	E	76.03	37.11	D
		33937394	86	74.87348				
		33937426	15	79.11222				
		33937372	273.4	33.40617	N	34.47		
		33937369	97	37.47218				
		33937382	7.6	27.39993	S	29.51		
		33937383	308.4	29.85257				
		33937384	209.4	29.06996				
		33937375	180.8	32.394	W	38.88		
		33937381	271.6	43.19721				
Whitmore St / Featherston St	Signalized Intersection	33937422	275.4	37.88155	E	26.44	36.41	D
		33937421	432.6	20.60682				
		33937420	120.2	21.25318				
		33937425	216.8	30.06269	N	32.54		
		33937424	49	43.52511				
		33937419	63.2	36.76589	S	55.23		
		33937423	429.6	57.95004				
Whitmore St / HQ	Signalized Intersection	33937429	0.2	21.45184	E	13.06	30.89	C
		33937428	1630.2	8.301819				
		33937427	229	46.94058				
		33937418	61.8	64.03222	N	53.76		
		33937417	3.4	37.76229				
		33937400	438	52.43694				
		33937397	11.8	70.9616	S	80.23		
		33937396	13	95.17583				
		33937395	10.4	72.06266				
		33937399	259.2	32.49681	W	44.91		
		33937398	1161	47.678				
HQ / Hunter St	Signalized Intersection	33937386	80	129.961	E	107.35	39.63	D
		33937387	107.6	90.53995				
		33937430	60.6	41.03284	N	46.01		
		33937431	2142	46.15171				
		33937378	1156	12.74496	S	16.92		
		33937385	50.8	111.9821				
		33937432	16.2	53.76157	W	43.91		
		33937373	22.4	44.37413				
		33937377	116.2	42.44111				
HQ / Willeston St	Signalized Intersection	33937388	2122	6.874566	N	14.68	13.94	B
		33937401	219.6	90.15338				
		33937441	160.6	5.726784	S	11.76		
		33937440	1106	12.63867				
		33937402	5	81.30779	W	77.12		
		33937442	11	75.21642				
HQ / Harris St	Signalized Intersection	33937439	2198.6	15.88544	N	15.89	18.51	B
		33937436	53	16.90036	S	18.48		
		33937435	1140	18.55071				
		33937438	96.8	55.1936	W	52.79		
		33937437	72.8	49.59221				
Taranaki St / Courtenay Pl	Signalized Intersection	33937409	119.8	53.98158	E	67.80	50.62	D
		33937410	227.2	64.82873				
		33937458	29.8	146.0317				
		33937447	92.4	45.92505	N	35.98		
		33937448	538.2	32.94601				
		33937374	34.4	56.65375				
		33937390	94.8	49.62291	S	57.25		
		33937391	412.6	53.86454				
		33937392	51.6	98.3385				
		33937379	0		W	45.51		
		33937380	73	44.09751				
		33937389	13	53.44321				
Taranaki St / Wakefield St	Signalized Intersection	33937444	74.8	69.5444	E	76.53	72.76	E
		33937445	747.4	77.02249				
		33937446	5	107.8989				
		33937406	415.8	43.98861	N	43.99		
		33937407	2.4	43.54094				
		33937403	335	77.49657	S	81.38		
		33937443	93.2	95.35334				
		33937405	69.8	90.3284	W	93.11		
		33937404	187	94.15442				
Taranaki St / Cable St	Signalized Intersection	33937408	170.2	39.29984	S	39.30	47.21	D
		33937434	1802.2	38.79552	W	47.79		
		33937433	489.8	80.89598				
Tory St / Courtenay Pl	Signalized Intersection	33937463	79.2	38.59276	E	37.04	38.61	D
		33937464	279	36.46846				
		33937465	5	44.25787				
		33937415	2	70.6858	N	64.84		
		33937414	101.2	64.72354				
		33937460	79	35.74385	S	34.43		
		33937461	48.6	34.54035				
		33937462	74	32.96557				
		33937412	3.4	21.62593	W	31.62		
		33937411	110.6	32.83638				
		33937459	70.8	30.20935				
Tory St / Wakefield St	Signalized Intersection	33937450	93.6	23.9071	E	42.55	43.50	D
		33937449	701.6	48.26472				
		33937416	80.8	14.54598				
		33937454	88	36.76639	N	43.02		
		33937453	36.2	58.23867				
		33937452	64.2	61.95791	S	53.27		
		33937451	26.4	32.15238				
Tory St / Cable St	Signalized Intersection	33937455	116.4	40.93417	S	40.93	13.55	B
		33937457	1812.4	11.92967	W	11.89		
		33937456	108.4	11.29401				

Intersection Performance 2022 TO2 AM Peak

site	type	subpath id	count	delay	Approch	Approch delay	average delay	LOS
Whitmore St / Lambton Quay	Signalized Intersection	33937393	47.6	70.71578	E	70.49	39.73	D
		33937394	47.8	67.0975				
		33937426	18.6	78.64845				
		33937372	292.4	37.1246	N	37.00		
		33937369	135.2	36.72094				
		33937382	12.2	42.36111	S	36.48		
		33937383	440	40.63464				
		33937384	190.2	26.48422				
		33937375	180	32.15796	W	38.95		
		33937381	135	48.00324				
Whitmore St / Featherston St	Signalized Intersection	33937422	279.8	88.70519	E	56.10	54.82	D
		33937421	655.6	44.01262				
		33937420	370	52.86583				
		33937425	231.2	68.57441	N	68.57		
		33937424	86.6	68.54246				
		33937419	100	39.26218	S	41.30		
		33937423	347	41.88254				
Whitmore St / HQ	Signalized Intersection	33937429	0		E	50.30	49.70	D
		33937428	1896.8	47.88531				
		33937427	120.4	88.30016				
		33937418	74.8	96.55326	N	88.66		
		33937417	0.8	84.24485				
		33937400	412.8	87.24163				
		33937397	1.6	58.98976	S	59.77		
		33937396	1	61.01929				
		33937395	0					
		33937399	340	29.49853	W	27.71		
		33937398	581	26.66219				
HQ / Hunter St	Signalized Intersection	33937386	58.6	90.08553	E	84.67	52.67	D
		33937387	33.2	75.11915				
		33937430	73	45.33348	N	66.67		
		33937431	2240.6	67.36071				
		33937378	951.2	2.992143	S	15.31		
		33937385	47.4	262.4655				
		33937432	13.4	86.37388	W	67.93		
		33937373	47	64.01667				
		33937377	69	67.02016				
HQ / Willeston St	Signalized Intersection	33937388	1939.2	5.48352	N	18.15	25.16	C
		33937401	424.2	76.08105				
		33937441	329.4	57.63068	S	37.28		
		33937440	946	30.18954				
		33937402	2.2	60.97321	W	58.28		
		33937442	31.4	58.08991				
HQ / Harris St	Signalized Intersection	33937439	2013.4	11.70983	N	11.71	22.49	C
		33937436	64.8	17.08133	S	37.44		
		33937435	1232.4	38.50654				
		33937438	26.4	78.69819	W	58.59		
		33937437	37.6	44.47004				
Taranaki St / Courtenay Pl	Signalized Intersection	33937409	126.2	14.40233	E	22.44	46.53	D
		33937410	193.2	21.5401				
		33937458	24	71.9738				
		33937447	123.8	48.98211	N	53.74		
		33937448	446.4	53.67503				
		33937374	56.4	64.67356				
		33937390	52.6	54.3403	S	55.30		
		33937391	367	50.18425				
		33937392	60.4	87.23387				
		33937379	0		W	36.55		
		33937380	32	24.88478				
		33937389	13.8	63.59105				
Taranaki St / Wakefield St	Signalized Intersection	33937444	85.8	58.789	E	43.48	48.12	D
		33937445	976.4	41.91262				
		33937446	5.6	82.40013				
		33937406	451.4	33.40325	N	33.42		
		33937407	1.8	38.19546				
		33937403	294.8	72.64555	S	69.21		
		33937443	58.8	51.96985				
		33937405	66.6	101.0171	W	71.27		
		33937404	113	53.74296				
Taranaki St / Cable St	Signalized Intersection	33937408	131.4	40.21486	S	40.21	32.54	C
		33937434	1516.4	23.05046	W	32.06		
		33937433	563	56.31436				
Tory St / Courtenay Pl	Signalized Intersection	33937463	86.8	22.14132	E	20.24	39.73	D
		33937464	229.4	19.45892				
		33937465	1.4	30.04768				
		33937415	7.4	109.6266	N	88.67		
		33937414	132.8	87.50343				
		33937460	73.4	30.01852	S	38.06		
		33937461	47.8	40.80525				
		33937462	41.4	49.15532				
		33937412	4.8	22.28916	W	37.32		
		33937411	70.2	22.11661				
		33937459	91.4	49.79369				
Tory St / Wakefield St	Signalized Intersection	33937450	75	35.44908	E	34.04	36.93	D
		33937449	1078.2	34.97591				
		33937416	45.6	9.51311				
		33937454	111.4	49.63677	N	56.93		
		33937453	24.6	89.93356				
		33937452	53.2	52.16248	S	47.02		
		33937451	21	33.98817				
Tory St / Cable St	Signalized Intersection	33937455	72.8	34.3036	S	34.30	10.40	B
		33937457	1479.8	9.168332	W	9.32		
		33937456	133.6	11.02525				

Intersection Performance 2022 TO2 PM Peak

site	type	subpath id	count	delay	Approch	Approch delay	average delay	LOS
Whitmore St / Lambton Quay	Signalized Intersection	33937393	37.2	27.91996	E	39.38	33.80	C
		33937394	56.4	42.35537				
		33937426	13	59.28447				
		33937372	257.6	33.21773	N	33.24		
		33937369	116.4	33.28205				
		33937382	5.2	23.31794	S	28.01		
		33937383	314.4	28.42999				
		33937384	219.2	27.52746				
		33937375	204.4	37.21108	W	40.16		
		33937381	225.2	42.82754				
Whitmore St / Featherston St	Signalized Intersection	33937422	343.4	62.44272	E	40.50	50.33	D
		33937421	426.4	27.57642				
		33937420	146.8	26.67875				
		33937425	200	56.45034	N	56.33		
		33937424	47.4	55.80325				
		33937419	65.8	43.6262	S	65.12		
		33937423	443.6	68.30788				
Whitmore St / HQ	Signalized Intersection	33937429	0.6	20.53707	E	32.19	43.32	D
		33937428	1606.4	23.51005				
		33937427	211.4	98.20962				
		33937418	50.6	61.14706	N	62.38		
		33937417	3.6	31.7113				
		33937400	521.4	62.70633				
		33937397	13.6	96.52155	S	100.48		
		33937396	18.6	114.5541				
		33937395	11.6	82.54354				
		33937399	288	56.65472	W	48.13		
		33937398	1115.2	45.92364				
HQ / Hunter St	Signalized Intersection	33937386	81.2	133.6471	E	109.64	45.18	D
		33937387	110.2	91.94773				
		33937430	49.4	59.37356	N	54.44		
		33937431	2211.8	54.33196				
		33937378	1133	13.79216	S	16.84		
		33937385	48.6	87.83786				
		33937432	16	52.67208	W	46.23		
		33937373	23	46.57275				
		33937377	144.4	45.46777				
HQ / Willeston St	Signalized Intersection	33937388	2232.6	8.691027	N	14.98	15.36	B
		33937401	198.8	85.54672				
		33937441	145	26.46881	S	15.16		
		33937440	1071.2	13.63461				
		33937402	7.2	76.73043	W	73.47		
		33937442	13	71.66864				
HQ / Harris St	Signalized Intersection	33937439	2310.8	20.9761	N	20.98	23.40	C
		33937436	45	19.35653	S	22.73		
		33937435	1097.2	22.86849				
		33937438	97.4	60.15667	W	59.94		
		33937437	77.2	59.66265				
Taranaki St / Courtenay Pl	Signalized Intersection	33937409	128.2	55.87835	E	75.50	56.69	E
		33937410	243.2	72.07445				
		33937458	33	176.9674				
		33937447	94	48.83576	N	39.37		
		33937448	632	36.918				
		33937374	33.8	58.93253				
		33937390	88.2	57.92322	S	68.91		
		33937391	371.6	64.00998				
		33937392	63.2	113.0521				
		33937379	0		W	41.89		
		33937380	42.8	39.73623				
		33937389	13.8	48.56342				
Taranaki St / Wakefield St	Signalized Intersection	33937444	51.2	95.22522	E	92.26	83.44	F
		33937445	713.2	91.81758				
		33937446	4.4	129.9644				
		33937406	562.6	50.32214	N	50.28		
		33937407	1.8	36.73093				
		33937403	316.6	92.5565	S	97.01		
		33937443	88.4	112.9418				
		33937405	61.4	111.6225	W	111.90		
		33937404	164.8	112.0053				
Taranaki St / Cable St	Signalized Intersection	33937408	156	39.73059	S	39.73	57.48	E
		33937434	1769.4	44.7715	W	58.64		
		33937433	623.6	97.98295				
Tory St / Courtenay Pl	Signalized Intersection	33937463	71.2	46.08772	E	45.58	47.77	D
		33937464	272.6	44.64205				
		33937465	9.2	69.41793				
		33937415	3.8	75.33895	N	88.91		
		33937414	97.6	89.43692				
		33937460	79.8	57.2548	S	46.99		
		33937461	52.2	38.97273				
		33937462	87.4	42.41079				
		33937412	8.8	14.51248	W	28.32		
		33937411	89.2	27.69167				
		33937459	68	30.92479				
Tory St / Wakefield St	Signalized Intersection	33937450	95.2	46.5537	E	60.76	61.56	E
		33937449	629.4	68.66865				
		33937416	82.2	16.63645				
		33937454	82.4	48.03384	N	64.76		
		33937453	42.8	96.96168				
		33937452	69.8	81.22631	S	63.93		
		33937451	36	30.38813				
Tory St / Cable St	Signalized Intersection	33937455	129.6	40.56899	S	40.57	14.21	B
		33937457	1769	12.36258	W	12.39		
		33937456	101.4	12.79832				

Intersection Performance 2033 DM AM Peak

site	type	subpath id	count	delay	Approch	Approch delay	average delay	LOS
Whitmore St / Lambton Quay	Signalized Intersection	33937487	5.4	58.32822	E	70.27	48.41	D
		33937488	87	71.08908				
		33937489	11.4	69.6589				
		33937490	473	61.03279	N	64.87		
		33937491	20.2	154.6158				
		33937492	0		S	22.65		
		33937493	492.6	23.65521				
		33937494	207.8	20.2775				
		33937495	14.4	88.24457	W	106.36		
		33937496	117.8	108.5717				
Whitmore St / Featherston St	Signalized Intersection	33937422	359.2	94.78954	E	57.49	67.56	E
		33937421	572.2	34.05763				
		33937420	281	57.54109				
		33937425	243.8	58.28655	N	68.91		
		33937424	137.8	87.70455				
		33937419	80.4	76.08197	S	91.58		
		33937423	406.4	94.64644				
Whitmore St / HQ	Signalized Intersection	33937429	0.4	12.40849	E	69.89	68.85	E
		33937428	1749.4	65.38789				
		33937427	118.8	136.3932				
		33937418	84.4	91.84362	N	73.39		
		33937417	3.2	30.92996				
		33937400	531.8	70.71775				
		33937397	1.4	86.98506	S	112.92		
		33937396	1.8	133.0883				
		33937395	0					
		33937399	386.6	108.4101	W	64.66		
		33937398	785.2	43.12258				
HQ / Hunter St	Signalized Intersection	33937530	63.2	118.1591	E	121.39	59.07	E
		33937531	35.2	127.1897				
		33937532	69.6	30.78386	N	65.50		
		33937533	2166.2	66.61538				
		33937534	1224	38.83336	S	41.50		
		33937535	84	80.3268				
		33937536	10.4	193.8368	W	92.88		
		33937537	7.6	114.2131				
		33937538	54.8	70.76079				
HQ / Willeston St	Signalized Intersection	33937539	1830.4	3.839888	N	16.46	43.14	D
		33937540	457.8	66.93421				
		33937541	343.6	103.2812	S	80.57		
		33937542	1248.4	74.32513				
		33937543	7.6	113.6846	W	87.06		
		33937544	25.4	79.09972				
HQ / Harris St	Signalized Intersection	33937545	1906.4	9.57029	N	9.57	51.80	D
		33937546	82.6	64.9088	S	97.82		
		33937547	1579.4	99.53792				
		33937548	17	170.8591	W	121.49		
		33937549	40.8	100.9207				
Taranaki St / Courtenay Pl	Signalized Intersection	33937550	8.8	55.80751	E	81.86	53.38	D
		33937551	93.4	84.31615				
		33937552	0					
		33937553	0		N	19.21		
		33937554	560.2	19.54748				
		33937555	218.6	18.33377				
		33937556	76.2	110.2883	S	93.78		
		33937557	467	91.06331				
		33937558	3	97.32551				
		33937559	0		W	71.01		
		33937560	80.2	73.94271				
		33937561	12.4	52.01768				
Taranaki St / Wakefield St	Signalized Intersection	33937562	296.4	96.46325	E	56.85	50.23	D
		33937563	1352.2	47.87809				
		33937568	23	73.95143				
		33937565	410	28.51559	N	29.57		
		33937564	7.8	84.7621				
		33937566	325.4	39.08958	S	42.68		
		33937567	55.2	63.82893				
		33937569	33.4	83.791	W	53.91		
		33937570	85.6	42.24439				
Taranaki St / Cable St	Signalized Intersection	33937408	114	35.53791	S	35.54	31.62	C
		33937434	1470.4	21.26975	W	31.39		
		33937433	508.2	60.68189				
Tory St / Courtenay Pl	Signalized Intersection	33937571	100.6	33.49284	E	33.49	28.90	C
		33937572	236.4	23.84041	N	23.84		
		33937573	137	20.44465	S	20.44		
		33937574	85	51.16408	W	51.16		
Tory St / Wakefield St	Signalized Intersection	33937582	0		E	34.34	38.74	D
		33937583	1679.8	34.34064				
		33937584	0		N	47.79		
		33937585	143.4	30.34614				
		33937586	67	85.12421				
		33937587	153.8	71.70779	S	69.10		
		33937588	26.6	54.00661				
Tory St / Cable St	Signalized Intersection	33937455	88.6	32.32124	E	32.32	9.52	A
		33937457	1348.8	7.97461	W	8.22		
		33937456	208.2	9.805572				

Intersection Performance 2033 DM PM Peak

site	type	subpath id	count	delay	Approch	Approch delay	average delay	LOS
Whitmore St / Lambton Quay	Signalized Intersection	33937487	11.6	217.2942	E	237.65	81.47	F
		33937488	113.8	239.9324				
		33937489	3.2	230.2111				
		33937490	363.6	117.5516	N	141.00		
		33937491	18.2	609.4036				
		33937492	0		S	29.68		
		33937493	456.4	29.87635				
		33937494	299.4	29.3801				
		33937495	23.8	31.11698	W	53.30		
		33937496	106.2	58.26654				
Whitmore St / Featherston St	Signalized Intersection	33937422	247.8	90.12406	E	86.29	70.39	E
		33937421	318.2	81.96277				
		33937420	96.4	90.71257				
		33937425	255.8	52.15804	N	47.22		
		33937424	125.6	37.15426				
		33937419	98.4	43.29416	S	68.01		
		33937423	614.6	71.96448				
Whitmore St / HQ	Signalized Intersection	33937429	1	93.8501	E	52.75	62.66	E
		33937428	1611.6	33.73782				
		33937427	230.8	185.3004				
		33937418	88.2	76.30688	N	86.41		
		33937417	5.2	46.02591				
		33937400	411.6	89.08319				
		33937397	15.6	595.0073	S	752.78		
		33937396	6.6	1329.83				
		33937395	7	560.3069				
		33937399	483	78.19242	W	55.42		
		33937398	1432.4	47.7405				
HQ / Hunter St	Signalized Intersection	33937530	79.6	237.7229	E	208.77	67.33	E
		33937531	123.8	190.1608				
		33937532	53.4	49.13633	N	72.55		
		33937533	2062.8	73.1565				
		33937534	1585.8	39.56851	S	41.71		
		33937535	59	99.39793				
		33937536	86.6	87.34095	W	77.40		
		33937537	13	70.54155				
		33937538	130.4	71.47713				
HQ / Willeston St	Signalized Intersection	33937539	1955.2	6.819701	N	17.54	29.80	C
		33937540	317.4	83.59623				
		33937541	217.4	46.09544	S	45.03		
		33937542	1565.4	44.88319				
		33937543	5.4	108.537	W	85.85		
		33937544	7	68.35673				
HQ / Harris St	Signalized Intersection	33937545	2027	12.48628	N	12.49	28.16	C
		33937546	69.4	27.76675	S	40.48		
		33937547	1681.2	41.00749				
		33937548	108.2	84.96346	W	74.83		
		33937549	110.2	64.8839				
Taranaki St / Courtenay Pl	Signalized Intersection	33937550	3	34.70497	E	49.91	43.48	D
		33937551	92.2	50.40485				
		33937552	0					
		33937553	0		N	47.67		
		33937554	451.8	39.21935				
		33937555	116.2	80.50941				
		33937556	103.6	48.30997	S	39.40		
		33937557	558.6	37.40203				
		33937558	3.8	90.21438				
		33937559	0		W	40.93		
		33937560	95.4	37.30348				
		33937561	14	65.62114				
Taranaki St / Wakefield St	Signalized Intersection	33937562	209.2	42.9204	E	33.58	45.11	D
		33937563	1337.8	31.26817				
		33937568	26.8	76.35444				
		33937565	239.6	49.95422	N	49.01		
		33937564	21	38.24891				
		33937566	322.2	49.39459	S	62.36		
		33937567	183.4	85.1446				
		33937569	98.6	101.5707	W	81.85		
		33937570	130	66.89678				
Taranaki St / Cable St	Signalized Intersection	33937408	313.2	47.8679	S	47.87	34.52	C
		33937434	1838.2	26.67413	W	32.59		
		33937433	321.6	66.3779				
Tory St / Courtenay Pl	Signalized Intersection	33937571	93	33.05983	E	33.06	18.44	B
		33937572	273.2	11.82308	N	11.82		
		33937573	148.6	10.77638	S	10.78		
		33937574	101.2	34.13609	W	34.14		
Tory St / Wakefield St	Signalized Intersection	33937582	0		E	13.15	23.40	C
		33937583	1355.8	13.14503				
		33937584	0					
		33937585	145	37.12927	N	44.90		
		33937586	87.2	57.81395				
		33937587	169	64.902	S	63.57		
		33937588	53	59.31744				
Tory St / Cable St	Signalized Intersection	33937455	136.6	44.34772	E	44.35	14.49	B
		33937457	1879.4	12.40712	W	12.55		
		33937456	215	13.77908				

Intersection Performance 2033 TO2 AM Peak

site	type	subpath id	count	delay	Approch	Approch delay	average delay	LOS
Whitmore St / Lambton Quay	Signalized Intersection	33937487	31.4	71.00503	E	72.62	49.83	D
		33937488	54.8	70.36303				
		33937489	13.6	85.45785				
		33937490	424.4	77.71764	N	77.57		
		33937491	19.4	74.39028				
		33937492	0		S	30.30		
		33937493	487.8	32.11007				
		33937494	244.2	26.69536				
		33937495	16.8	18.22283	W	46.56		
		33937496	74.6	52.9463				
Whitmore St / Featherston St	Signalized Intersection	33937422	382.6	52.33543	E	57.89	76.54	E
		33937421	641.8	38.73343				
		33937420	213	125.6081				
		33937425	179.4	167.8042	N	148.50		
		33937424	147.8	125.0697				
		33937419	62	43.46737	S	75.70		
		33937423	491.6	79.7684				
Whitmore St / HQ	Signalized Intersection	33937429	0.4	37.15749	E	64.44	71.80	E
		33937428	1765.4	55.62822				
		33937427	84.6	248.4621				
		33937418	68.8	94.92882	N	84.97		
		33937417	2	66.07919				
		33937400	511.8	83.70726				
		33937397	2.6	59.66184	S	79.54		
		33937396	1.4	108.1015				
		33937395	0.6	99.07054				
		33937399	482.2	60.60819	W	76.43		
		33937398	797.6	85.98844				
HQ / Hunter St	Signalized Intersection	33937530	65.6	86.53418	E	85.39	46.62	D
		33937531	31.6	83.02301				
		33937532	69	33.08164	N	67.67		
		33937533	2216.6	68.74221				
		33937534	1316.2	3.161442	S	9.24		
		33937535	98.6	90.33382				
		33937536	7	58.29863	W	58.11		
		33937537	6	53.22343				
		33937538	74.2	58.48442				
HQ / Willeston St	Signalized Intersection	33937539	1903.2	4.294741	N	16.36	32.58	C
		33937540	452.8	67.0473				
		33937541	342.8	89.23336	S	54.95		
		33937542	1330.8	46.12459				
		33937543	5.6	83.72543	W	76.87		
		33937544	11.6	73.5593				
HQ / Harris St	Signalized Intersection	33937545	1953.2	9.644805	N	9.64	54.19	D
		33937546	76.4	122.4074	S	104.56		
		33937547	1641	103.724				
		33937548	22.4	89.81405	W	61.73		
		33937549	44	47.43264				
Taranaki St / Courtenay Pl	Signalized Intersection	33937550	8.8	35.22077	E	52.62	51.75	D
		33937551	55.6	55.36855				
		33937552	0					
		33937553	0		N	17.78		
		33937554	516.2	18.11468				
		33937555	211	16.97567				
		33937556	65.2	107.3709	S	96.19		
		33937557	477	94.66548				
		33937558	2.8	95.55084				
		33937559	0		W	58.81		
		33937560	48.6	62.48794				
		33937561	11.4	43.10664				
Taranaki St / Wakefield St	Signalized Intersection	33937562	273.6	87.35354	E	59.00	51.55	D
		33937563	1392.2	53.04089				
		33937568	21	84.89035				
		33937565	389.2	26.42722	N	27.40		
		33937564	9.2	68.61429				
		33937566	329	39.24067	S	43.03		
		33937567	56	65.28909				
		33937569	33.2	80.79243	W	54.39		
		33937570	81.2	43.60022				
Taranaki St / Cable St	Signalized Intersection	33937408	112.6	38.84231	S	38.84	30.24	C
		33937434	1551.2	21.04526	W	29.76		
		33937433	478.6	58.01291				
Tory St / Courtenay Pl	Signalized Intersection	33937571	64.2	30.64602	E	30.65	25.87	C
		33937572	231.8	23.28131	N	23.28		
		33937573	122.2	17.51502	S	17.52		
		33937574	53.2	50.58782	W	50.59		
Tory St / Wakefield St	Signalized Intersection	33937582	0		E	30.40	35.44	D
		33937583	1723	30.40403				
		33937584	0					
		33937585	137.2	29.45264	N	40.76		
		33937586	48.6	72.69125				
		33937587	144.8	83.67016	S	81.91		
		33937588	20.8	69.62065				
Tory St / Cable St	Signalized Intersection	33937455	69.4	32.73045	E	32.73	10.21	B
		33937457	1454	9.288987	W	9.25		
		33937456	182.6	8.968078				

Intersection Performance 2033 TO2 PM Peak

site	type	subpath id	count	delay	Approch	Approch delay	average delay	LOS
Whitmore St / Lambton Quay	Signalized Intersection	33937487	56	59.39861	E	67.73	46.07	D
		33937488	78.2	72.17473				
		33937489	6.2	86.86395				
		33937490	356.4	88.80564	N	91.57		
		33937491	18.2	145.6855				
		33937492	0		S	21.80		
		33937493	476.8	20.6729				
		33937494	322.6	23.46703				
		33937495	23.8	21.5032	W	39.04		
		33937496	74.2	44.67065				
Whitmore St / Featherston St	Signalized Intersection	33937422	175.2	122.0443	E	109.95	80.69	F
		33937421	291	100.4322				
		33937420	127.2	115.0523				
		33937425	283.4	117.0689	N	102.67		
		33937424	109.2	65.2998				
		33937419	84.8	51.31349	S	44.34		
		33937423	630	43.39972				
Whitmore St / HQ	Signalized Intersection	33937429	0.8	73.59717	E	52.58	58.55	E
		33937428	1577	46.56387				
		33937427	230.6	93.66039				
		33937418	75.8	96.87011	N	103.18		
		33937417	4.4	67.41812				
		33937400	392.2	104.8058				
		33937397	16	247.6313	S	327.29		
		33937396	6.2	422.5284				
		33937395	7	425.0154				
		33937399	483.6	66.73067	W	47.92		
		33937398	1223.8	40.49014				
HQ / Hunter St	Signalized Intersection	33937530	71	223.0435	E	210.09	81.05	F
		33937531	115.6	202.1369				
		33937532	55	52.85665	N	74.57		
		33937533	1928.8	75.19243				
		33937534	1399.4	70.14776	S	70.99		
		33937535	52.8	93.39946				
		33937536	70.6	112.8835	W	99.59		
		33937537	8.2	87.79772				
		33937538	103.6	91.4729				
HQ / Willeston St	Signalized Intersection	33937539	1793.8	26.12361	N	33.51	60.52	E
		33937540	300.4	77.59599				
		33937541	179.4	118.4606	S	96.37		
		33937542	1379.4	93.49984				
		33937543	7.4	124.5024	W	116.61		
		33937544	4.8	104.4304				
HQ / Harris St	Signalized Intersection	33937545	1849.2	43.86225	N	43.86	82.30	F
		33937546	51.6	157.4519	S	123.73		
		33937547	1485.2	122.5632				
		33937548	73	148.8489	W	122.83		
		33937549	109.8	105.5276				
Taranaki St / Courtenay Pl	Signalized Intersection	33937550	3	28.22646	E	44.20	45.57	D
		33937551	57	45.03568				
		33937552	0					
		33937553	0		N	47.12		
		33937554	419.8	35.07821				
		33937555	113.4	91.69993				
		33937556	102.2	65.14583	S	45.05		
		33937557	501.6	40.54734				
		33937558	3.8	99.31936				
		33937559	0		W	39.90		
		33937560	60.2	35.34156				
		33937561	16.2	56.85391				
Taranaki St / Wakefield St	Signalized Intersection	33937562	184.8	75.3565	E	66.19	74.85	E
		33937563	1168.2	63.48978				
		33937568	31	113.2303				
		33937565	241.4	49.58682	N	50.66		
		33937564	13	70.65984				
		33937566	309.6	81.82043	S	94.27		
		33937567	155.4	119.0673				
		33937569	107.6	153.3506	W	115.40		
		33937570	117.2	80.55133				
Taranaki St / Cable St	Signalized Intersection	33937408	299.2	66.10844	S	66.11	63.78	E
		33937434	1671.2	58.91765	W	63.43		
		33937433	303	88.32615				
Tory St / Courtenay Pl	Signalized Intersection	33937571	58.2	30.61897	E	30.62	18.78	B
		33937572	249.2	12.70953	N	12.71		
		33937573	135.8	20.66328	S	20.66		
		33937574	64.4	27.57913	W	27.58		
Tory St / Wakefield St	Signalized Intersection	33937582	0		E	38.90	48.07	D
		33937583	1204.6	38.90165				
		33937584	0					
		33937585	145.2	50.20023	N	55.27		
		33937586	53.6	69.00429				
		33937587	151	98.43443	S	96.69		
		33937588	46.8	91.07186				
Tory St / Cable St	Signalized Intersection	33937455	117.8	52.28276	E	52.28	40.44	D
		33937457	1735	40.28762	W	39.72		
		33937456	181.4	34.24602				

Appendix D - Model Intersection Queue Length

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Intersection Approaching Queue Length – 2022 Base AM

Intersection Approaching Queue Length - 2022 Base AM		
site	Approch	Max Queue Len (m)
Whitmore St / Lambton Quay	E	23.6
	N	12.2
	S	16.0
	W	11.6
Whitmore St / Featherston St	E	35.5
	N	12.5
	S	11.5
Whitmore St / HQ	E	30.0
	N	27.9
	S	5.0
	W	5.6
HQ / Hunter St	E	7.0
	N	67.7
	S	6.5
	W	13.7
HQ / Willeston St	N	12.4
	S	9.3
	W	11.1
HQ / Harris St	N	5.0
	S	7.0
	W	5.0
Taranaki St / Courtenay Pl	E	23.0
	N	24.7
	S	25.0
	W	10.0
Taranaki St / Wakefield St	E	36.8
	N	7.0
	S	16.9
	W	5.2
Taranaki St / Cable St	S	5.0
	W	13.8
Tory St / Courtenay Pl	E	14.1
	N	55.2
	S	8.8
	W	14.9
Tory St / Wakefield St	E	22.9
	N	9.0
	S	5.0
Tory St / Cable St	S	5.0
	W	5.0

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Intersection Approaching Queue Length – 2022 Base PM

Intersection Approaching Queue Length - 2022 Base PM		
site	Approch	Max Queue Len (m)
Whitmore St / Lambton Quay	E	12.0
	N	12.1
	S	8.0
	W	16.7
Whitmore St / Featherston St	E	9.5
	N	5.0
	S	16.5
Whitmore St / HQ	E	5.0
	N	17.0
	S	5.0
	W	22.0
HQ / Hunter St	E	25.2
	N	50.8
	S	5.0
	W	5.5
HQ / Willeston St	N	11.0
	S	5.0
	W	9.9
HQ / Harris St	N	7.1
	S	9.8
	W	8.7
Taranaki St / Courtenay Pl	E	38.7
	N	14.0
	S	22.6
	W	10.0
Taranaki St / Wakefield St	E	59.7
	N	9.3
	S	20.3
	W	22.7
Taranaki St / Cable St	S	5.0
	W	29.2
Tory St / Courtenay Pl	E	27.3
	N	28.6
	S	15.1
	W	7.2
Tory St / Wakefield St	E	37.5
	N	8.0
	S	10.1
Tory St / Cable St	S	8.4
	W	7.5

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Intersection Approaching Queue Length – 2022 TO2 AM

Intersection Approaching Queue Length - 2022 TO2 AM		
site	Approch	Max Queue Len (m)
Whitmore St / Lambton Quay	E	19.6
	N	13.9
	S	12.3
	W	9.4
Whitmore St / Featherston St	E	40.4
	N	20.2
	S	14.8
Whitmore St / HQ	E	22.7
	N	27.6
	S	5.0
	W	6.8
HQ / Hunter St	E	9.0
	N	65.1
	S	7.3
	W	10.1
HQ / Willeston St	N	12.3
	S	15.0
	W	10.0
HQ / Harris St	N	5.0
	S	9.1
	W	5.0
Taranaki St / Courtenay Pl	E	15.1
	N	28.3
	S	23.4
	W	10.0
Taranaki St / Wakefield St	E	41.0
	N	6.7
	S	16.5
	W	5.8
Taranaki St / Cable St	S	5.0
	W	10.3
Tory St / Courtenay Pl	E	11.0
	N	13.4
	S	8.7
	W	8.7
Tory St / Wakefield St	E	22.5
	N	5.0
	S	5.0
Tory St / Cable St	S	5.0
	W	5.0

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Intersection Approaching Queue Length – 2022 TO2 PM

Intersection Approaching Queue Length - 2022 TO2 PM		
site	Approch	Max Queue Len (m)
Whitmore St / Lambton Quay	E	6.9
	N	11.5
	S	8.3
	W	12.2
Whitmore St / Featherston St	E	20.0
	N	7.8
	S	19.3
Whitmore St / HQ	E	14.2
	N	20.9
	S	5.0
	W	22.2
HQ / Hunter St	E	19.5
	N	55.5
	S	5.0
	W	5.8
HQ / Willeston St	N	8.5
	S	5.0
	W	12.1
HQ / Harris St	N	11.0
	S	9.0
	W	8.7
Taranaki St / Courtenay Pl	E	25.9
	N	22.8
	S	23.1
	W	10.0
Taranaki St / Wakefield St	E	54.8
	N	11.7
	S	20.8
	W	23.0
Taranaki St / Cable St	S	5.0
	W	35.0
Tory St / Courtenay Pl	E	17.3
	N	22.5
	S	11.8
	W	6.3
Tory St / Wakefield St	E	31.5
	N	5.7
	S	5.0
Tory St / Cable St	S	10.8
	W	8.6

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Intersection Approaching Queue Length – 2033 DM AM

Intersection Approaching Queue Length - 2033 DM AM		
site	Approch	Max Queue Len (m)
Whitmore St / Lambton Quay	E	10.2
	N	26.5
	S	9.9
	W	53.3
Whitmore St / Featherston St	E	47.4
	N	16.8
	S	27.9
Whitmore St / HQ	E	38.6
	N	27.8
	S	5.0
	W	25.5
HQ / Hunter St	E	8.3
	N	72.1
	S	6.5
	W	8.1
HQ / Willeston St	N	11.8
	S	56.8
	W	8.6
HQ / Harris St	N	5.0
	S	53.9
	W	11.6
Taranaki St / Courtenay Pl	E	26.8
	N	11.1
	S	43.6
	W	10.0
Taranaki St / Wakefield St	E	47.6
	N	10.3
	S	6.3
	W	5.0
Taranaki St / Cable St	S	5.0
	W	11.2
Tory St / Courtenay Pl	E	12.5
	N	5.0
	S	5.0
	W	10.7
Tory St / Wakefield St	E	38.9
	N	6.0
	S	13.2
Tory St / Cable St	S	5.0
	W	5.0

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Intersection Approaching Queue Length – 2033 DM PM

Intersection Approaching Queue Length - 2033 DM PM		
site	Approch	Max Queue Len (m)
Whitmore St / Lambton Quay	E	43.3
	N	59.8
	S	18.4
	W	27.5
Whitmore St / Featherston St	E	45.3
	N	12.3
	S	27.3
Whitmore St / HQ	E	33.0
	N	29.8
	S	14.5
	W	32.7
HQ / Hunter St	E	37.8
	N	79.5
	S	20.8
	W	19.5
HQ / Willeston St	N	12.6
	S	35.6
	W	11.7
HQ / Harris St	N	5.0
	S	39.6
	W	24.0
Taranaki St / Courtenay Pl	E	10.0
	N	17.5
	S	16.9
	W	10.0
Taranaki St / Wakefield St	E	24.2
	N	6.1
	S	12.6
	W	12.8
Taranaki St / Cable St	S	12.9
	W	18.4
Tory St / Courtenay Pl	E	10.0
	N	5.0
	S	5.0
	W	10.0
Tory St / Wakefield St	E	14.1
	N	10.4
	S	18.1
Tory St / Cable St	S	8.2
	W	9.5

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Intersection Approaching Queue Length – 2033 TO2 AM

Intersection Approaching Queue Length - 2033 TO2 AM		
site	Approch	Max Queue Len (m)
Whitmore St / Lambton Quay	E	11.1
	N	42.2
	S	21.3
	W	12.1
Whitmore St / Featherston St	E	43.4
	N	36.5
	S	23.2
Whitmore St / HQ	E	39.4
	N	29.3
	S	5.0
	W	20.1
HQ / Hunter St	E	7.8
	N	73.2
	S	5.0
	W	5.0
HQ / Willeston St	N	11.8
	S	43.3
	W	8.0
HQ / Harris St	N	5.0
	S	62.9
	W	5.0
Taranaki St / Courtenay Pl	E	10.0
	N	7.3
	S	47.0
	W	10.0
Taranaki St / Wakefield St	E	58.2
	N	7.1
	S	7.6
	W	5.0
Taranaki St / Cable St	S	5.0
	W	10.4
Tory St / Courtenay Pl	E	10.0
	N	5.0
	S	5.0
	W	10.0
Tory St / Wakefield St	E	45.6
	N	5.0
	S	19.2
Tory St / Cable St	S	5.0
	W	5.0

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Intersection Approaching Queue Length – 2033 TO2 PM

Intersection Approaching Queue Length - 2033 TO2 PM		
site	Approch	Max Queue Len (m)
Whitmore St / Lambton Quay	E	16.2
	N	68.2
	S	13.0
	W	10.0
Whitmore St / Featherston St	E	49.2
	N	27.5
	S	20.0
Whitmore St / HQ	E	24.7
	N	36.8
	S	8.4
	W	29.9
HQ / Hunter St	E	41.4
	N	73.3
	S	34.6
	W	24.0
HQ / Willeston St	N	11.0
	S	57.4
	W	14.6
HQ / Harris St	N	5.0
	S	75.5
	W	26.6
Taranaki St / Courtenay Pl	E	10.0
	N	17.6
	S	18.4
	W	10.0
Taranaki St / Wakefield St	E	49.7
	N	7.0
	S	21.1
	W	22.0
Taranaki St / Cable St	S	12.3
	W	19.2
Tory St / Courtenay Pl	E	10.0
	N	5.0
	S	5.0
	W	10.0
Tory St / Wakefield St	E	30.5
	N	7.1
	S	22.5
Tory St / Cable St	S	8.0
	W	20.5

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Appendix E – Network Density Comparisons

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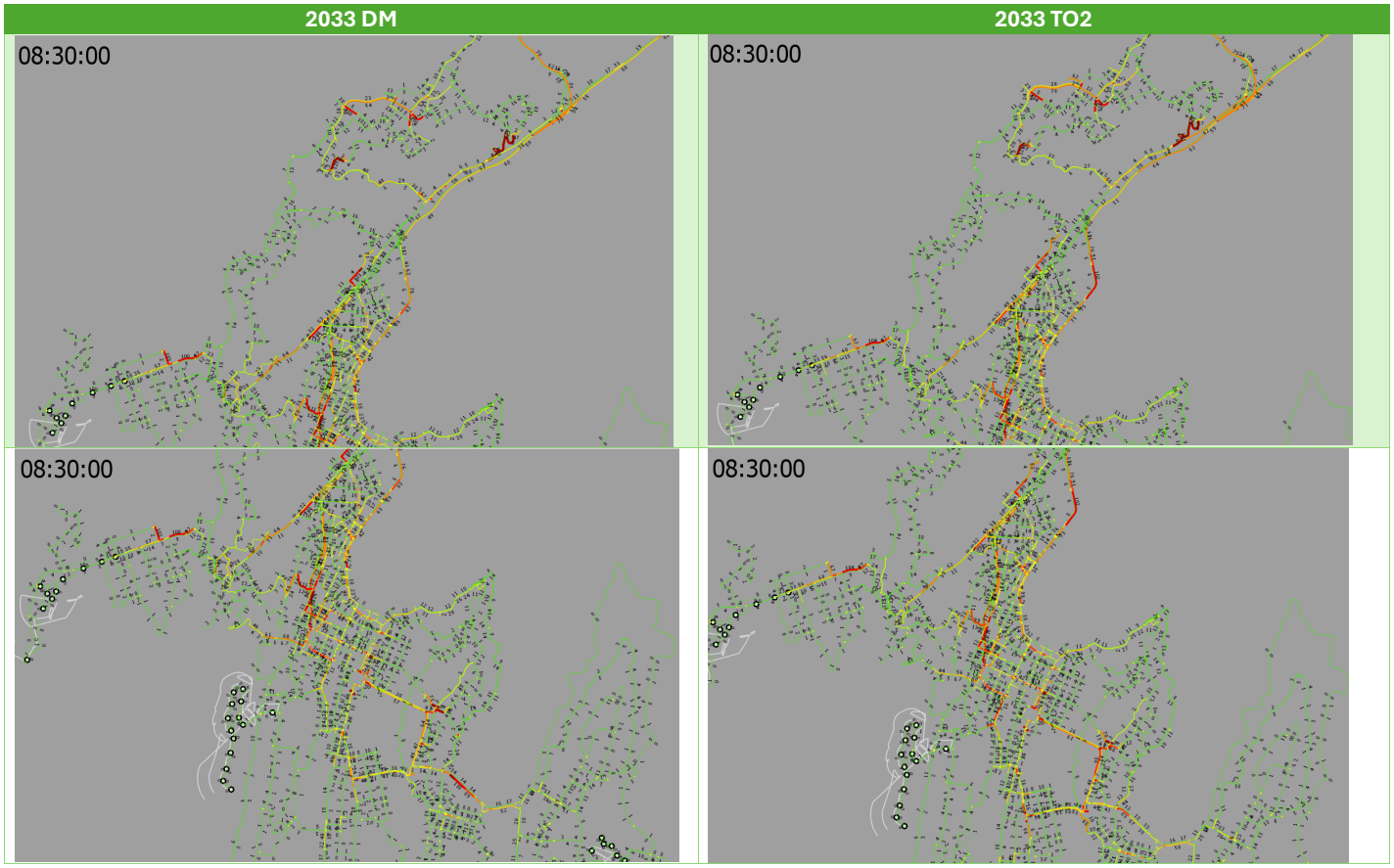
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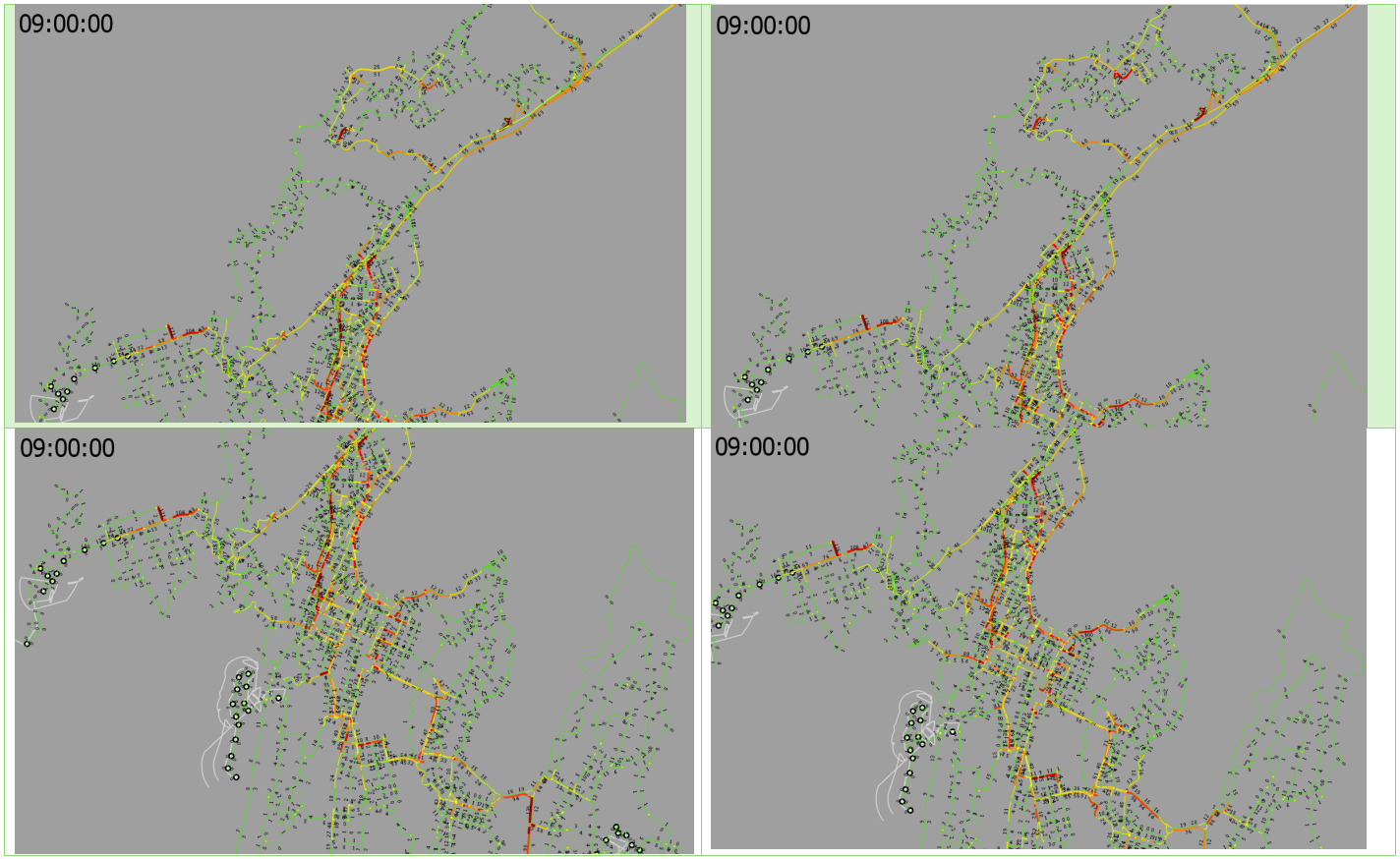
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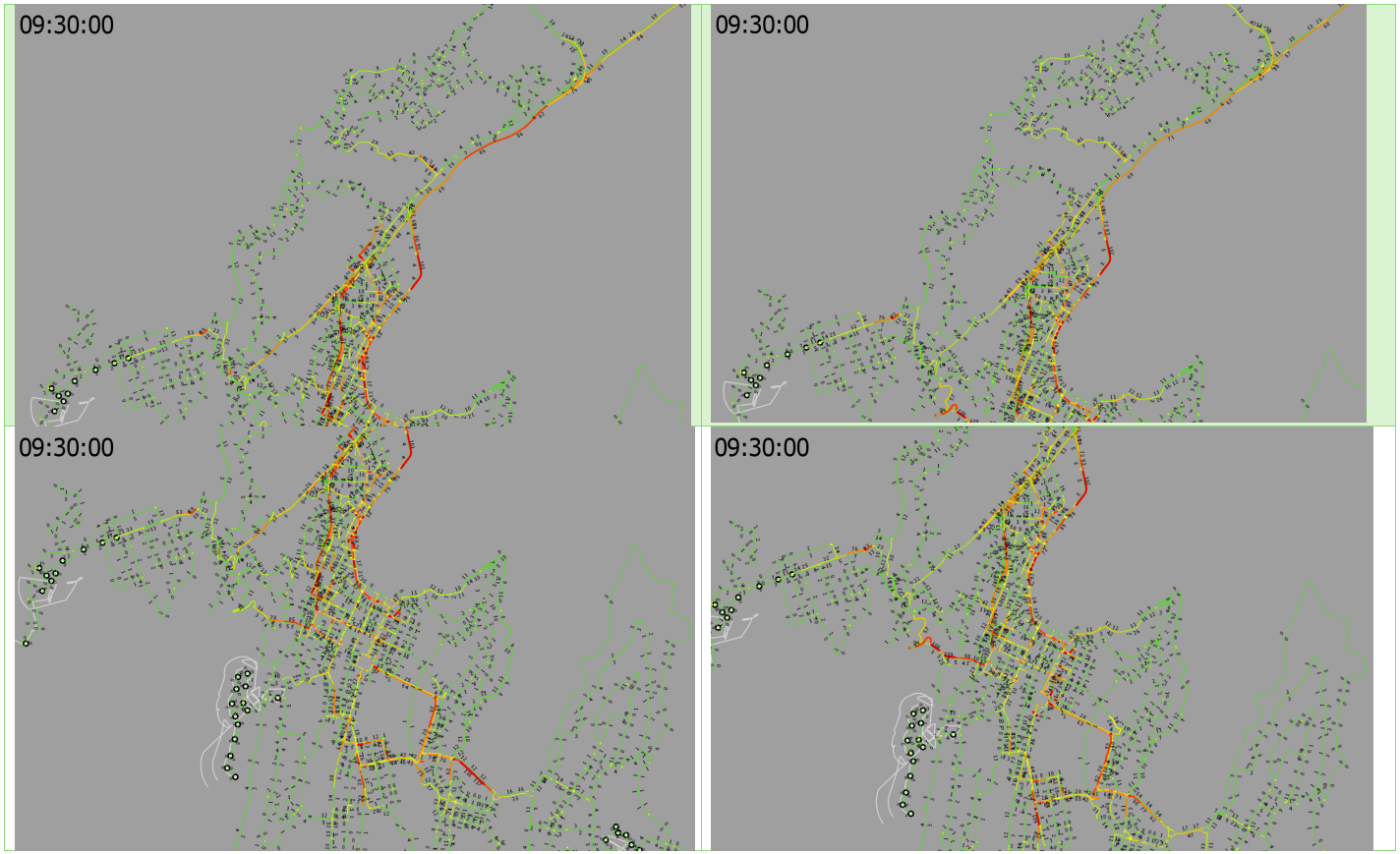
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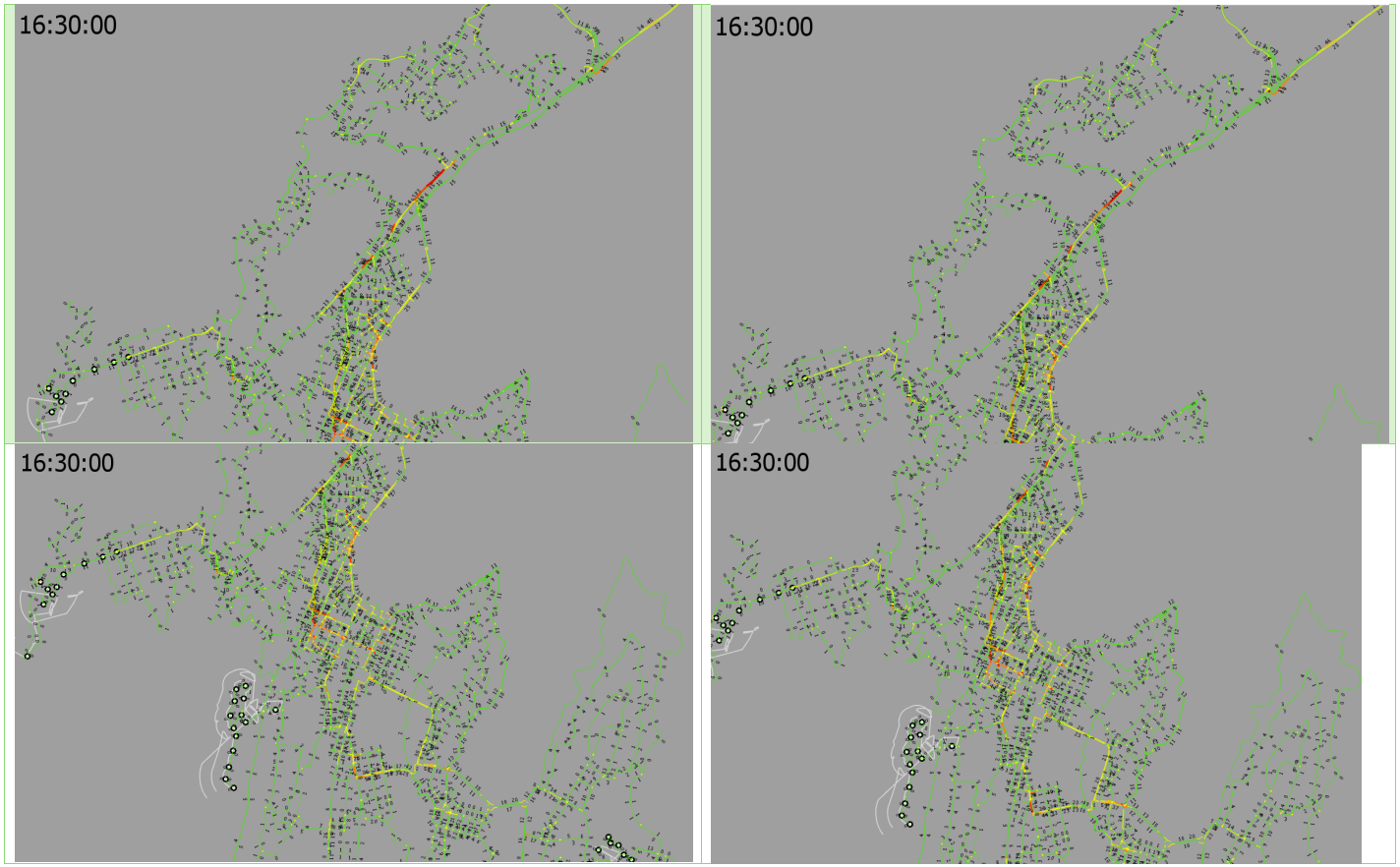
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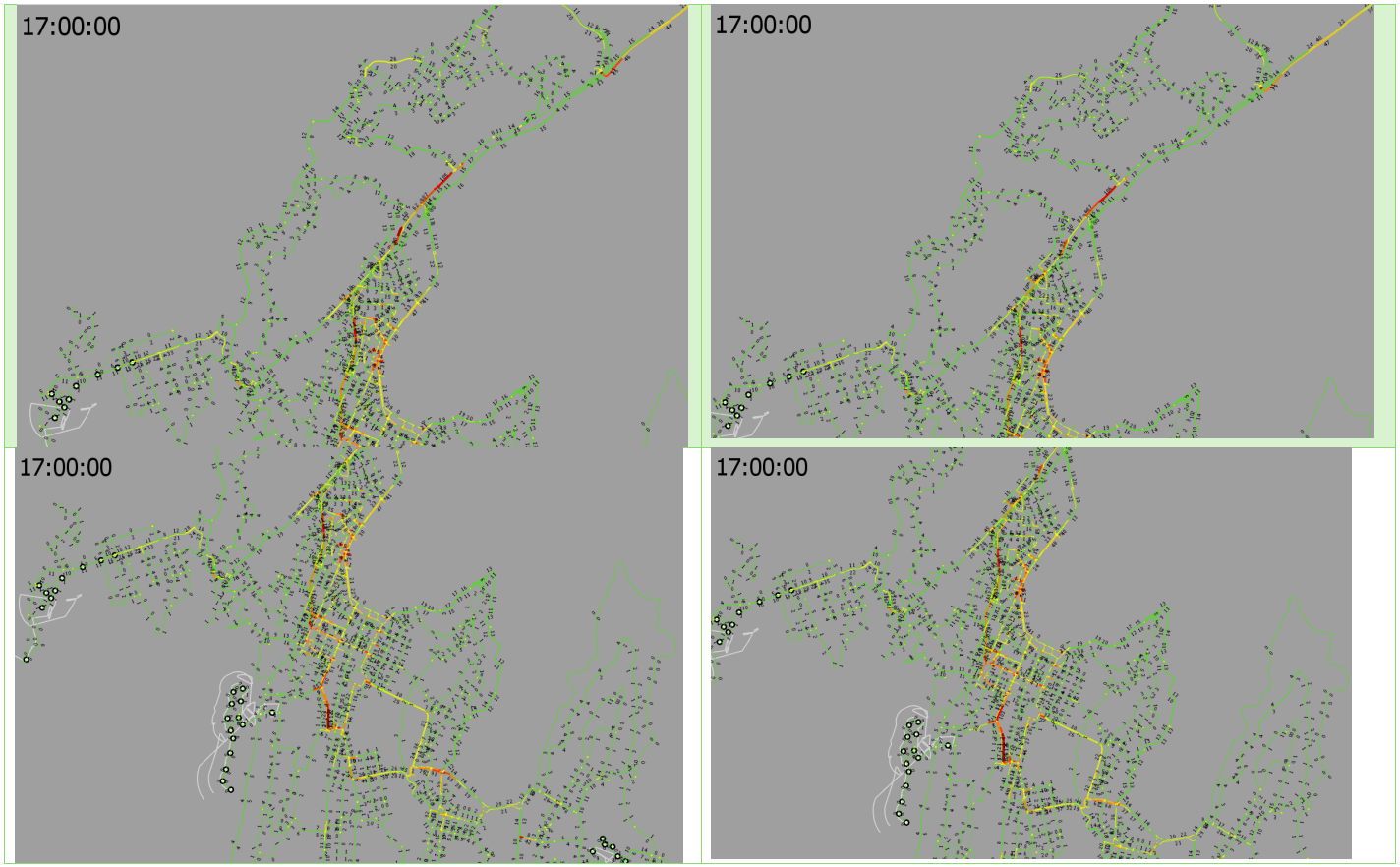
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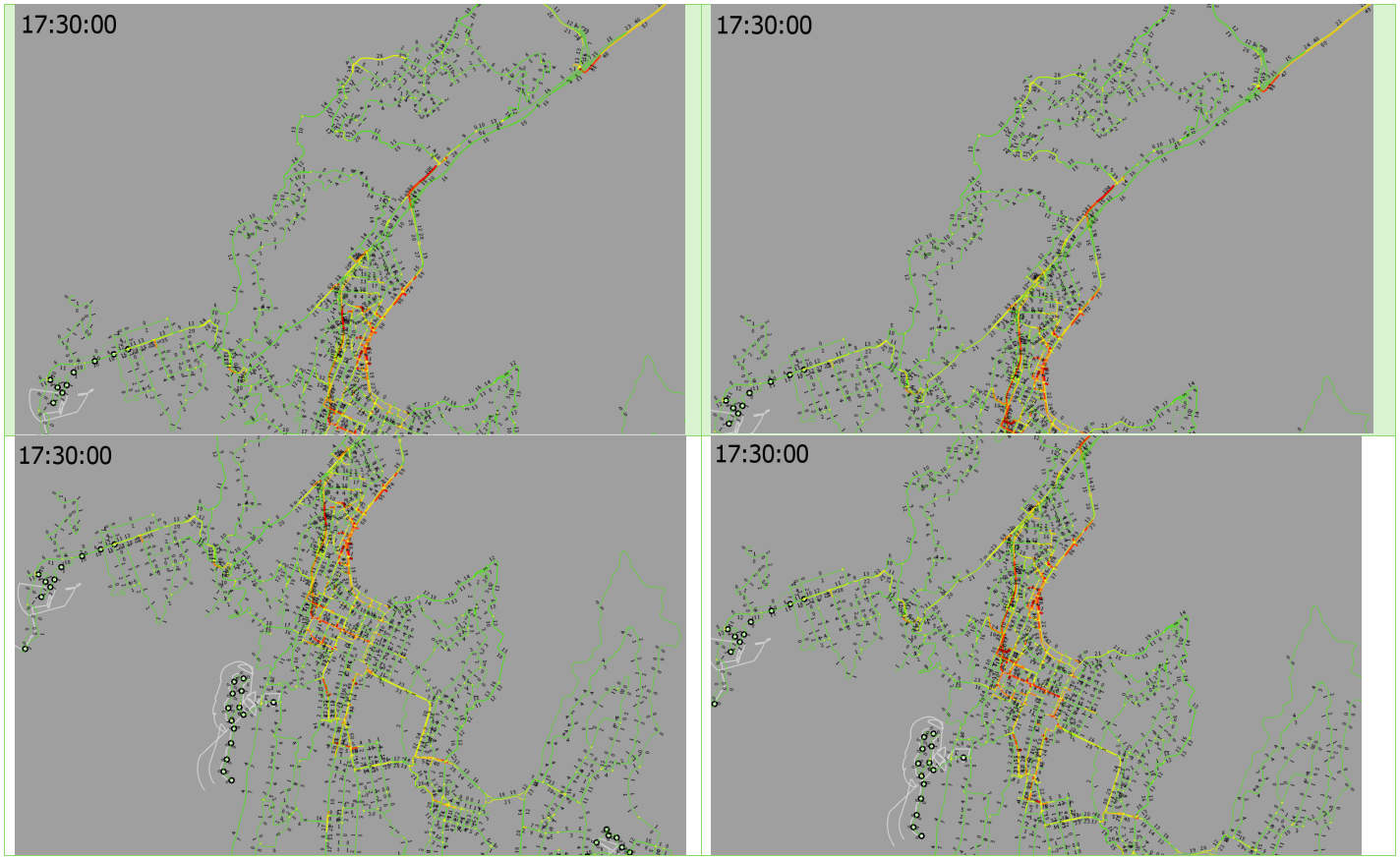
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Appendix F - WCC HQ Economics Assessment Worksheet

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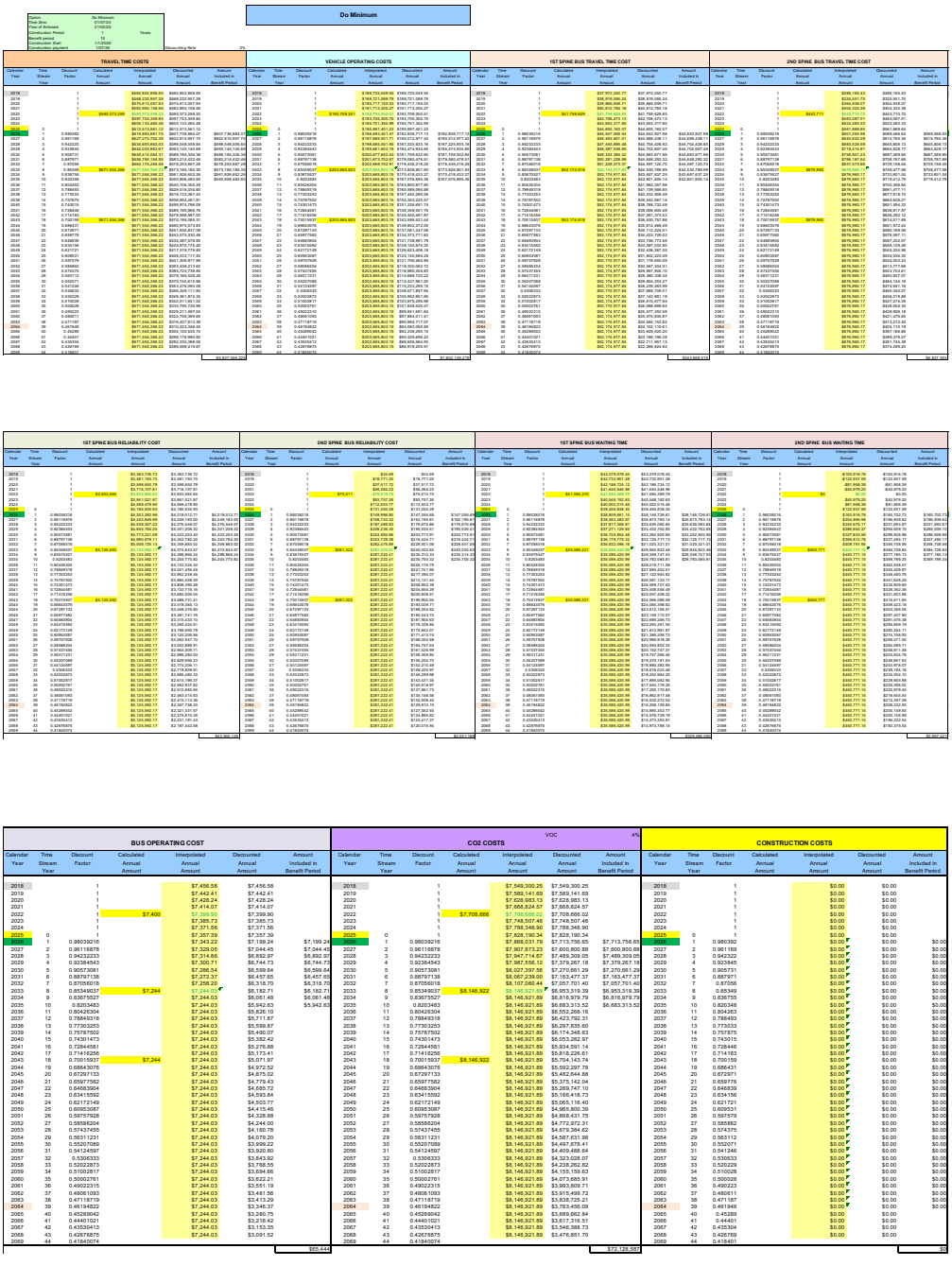
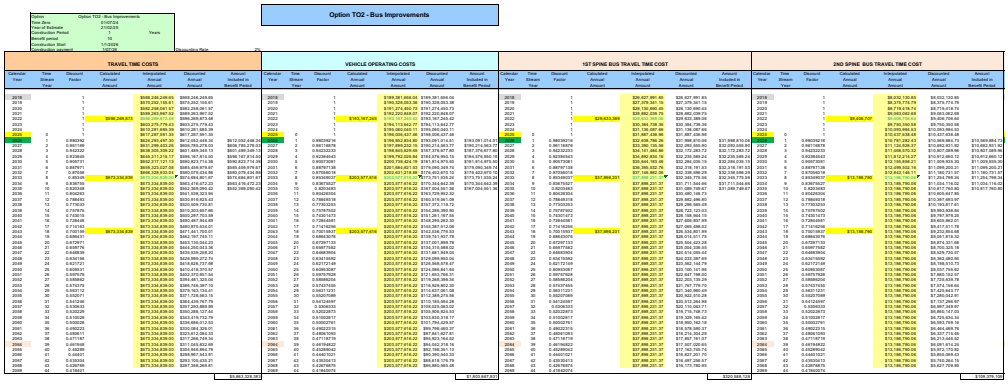
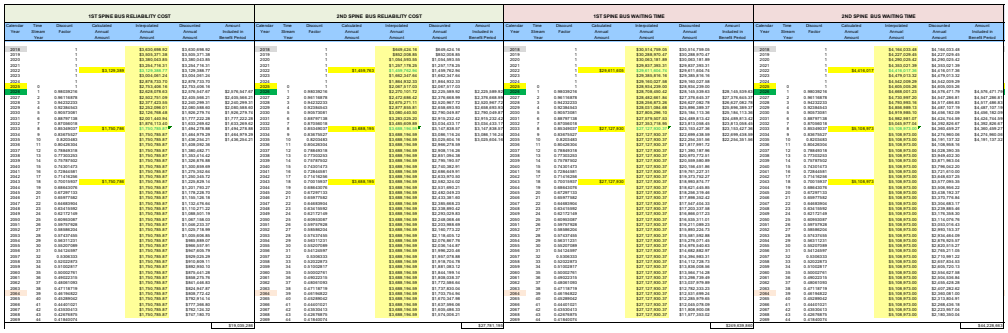
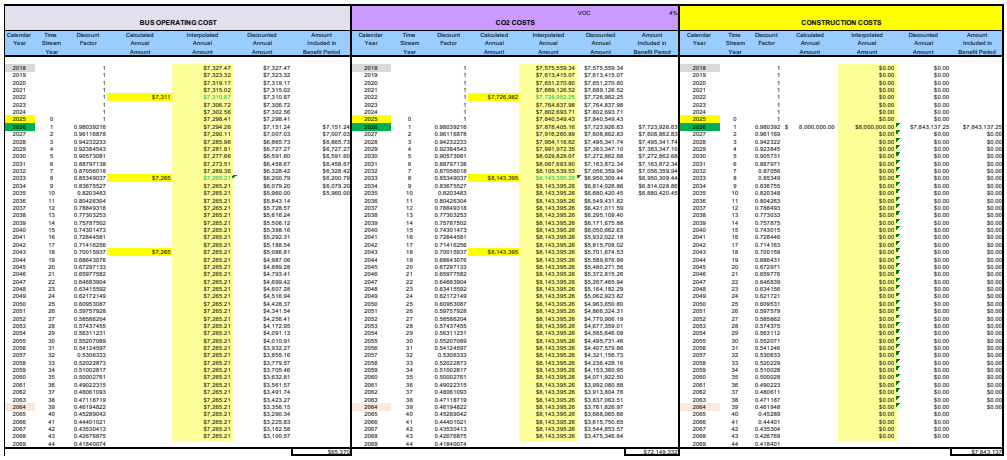
TIMINGS				TRAVEL TIME					CRV TRAVEL TIME			VEHICLE OPERATING COSTS		
OPTION and YEAR	PERIOD	EQUIV TIME PERIODS PER DAY (hrs/day)	DAYS PER YEAR (days/year)		TOTAL Demand (Veh/day)	Average TT (hrs/veh)	VALUE OF TIME ($/veh.hr)	ANNUAL TRAVEL TIME COST ($/year)	TOTAL CONGESTION on links and turns SATURN (veh.hrs/hr)	CONGESTION VALUE ($/hour)	ANNUAL CONGESTION COST ($/year)	BASE VOC BY SPEED ($/km)	Average Distance Travel (km/veh)	ANNUAL VEHICLE OPERATING COST ($/year)
Do Minimum														
Base 2022	Morning Peak	4	240		98752	0.210	$39.78	$ 197,704,417.72		$0.00	$0	0.27803	6.842	45085812.18
Base 2022	Inter Peak	4	240		108237	0.153	$42.31	$ 168,397,384.74		$0.00	$0	0.27429	5.794	41279653.85
Base 2022	Evening Peak	4	240		133576	0.177	$39.59	$ 224,271,456.74		$0.00	$0	0.27647	6.361	56382126.98
Base 2022	Off Peak									$0.00	$0			
Base 2022	Weekend Peak	0	120							$0.00	$0			
Base 2022	Weekend off-peak									$0.00	$0			
2022 Total								**$590,373,259**			**$0**			**$192,709,251**
Do Min 2033	Morning Peak	4	240		101523	0.251	$39.78	$ 243,020,909.14		$0.00	$0	0.28454	6.988	48445992
Do Min 2033	Inter Peak	4	240		110684	0.153	$42.31	$ 172,070,522.10		$0.00	$0	0.27415	5.886	42862629.07
Do Min 2033	Evening Peak	4	240		137091	0.197	$39.59	$ 256,462,934.98		$0.00	$0	0.27939	6.479	59554936.88
Do Min 2033	Off Peak	0	0							$0.00	$0			
Do Min 2033	Weekend Peak	0	120							$0.00	$0			
Do Min 2033	Weekend off-peak	0	0							$0.00	$0			
2033 Total								**$671,554,366**			**$0**			**$203,665,803**
Do Min 2043	Morning Peak	4	240	0	0	0	$39.78			$0.00	$0	0	0	
Do Min 2043	Inter Peak	4	240	0	0	0	$42.31			$0.00	$0	0	0	
Do Min 2043	Evening Peak	4	240	0	0	0	$39.59			$0.00	$0	0	0	
Do Min 2043	Off Peak	0	0							$0.00	$0			
Do Min 2043	Weekend Peak	0	120							$0.00	$0			
Do Min 2043	Weekend off-peak	0	0							$0.00	$0			
2043 Total								**$0**			**$0**			**$0**
Option TO2 - Bus Improvements														
Option TO2 2022	Morning Peak	4	240		98752	0.208	$39.78	$ 195,866,561.12		$0.00	$0	0.27744	6.876	45215330.48
Option TO2 2022	Inter Peak	4	240		108237	0.153	$42.31	$ 168,539,958.82		$0.00	$0	0.27423	5.799	41311334.16
Option TO2 2022	Evening Peak	4	240		133576	0.183	$39.59	$ 231,863,353.44		$0.00	$0	0.27746	6.359	56560183.85
Option TO2 2022	Off Peak	0	0							$0.00	$0			
Option TO2 2022	Weekend Peak	0	120							$0.00	$0			
Option TO2 2022	Weekend off-peak	0	0							$0.00	$0			
2022 Total								**$596,269,873**			**$0**			**$193,167,245**
Option TO2 2033	Morning Peak	4	240		101523	0.248	$39.78	$ 239,941,920.12		$0.00	$0	0.28468	6.961	48284708.87
Option TO2 2033	Inter Peak	4	240		110684	0.152	$42.31	$ 171,277,580.69		$0.00	$0	0.27408	5.880	42813663.17
Option TO2 2033	Evening Peak	4	240		137091	0.201	$39.59	$ 262,115,338.18		$0.00	$0	0.28004	6.479	59699862.2
Option TO2 2033	Off Peak	0	0							$0.00	$0			
Option TO2 2033	Weekend Peak	0	120							$0.00	$0			
Option TO2 2033	Weekend off-peak	0	0							$0.00	$0			
2033 Total								**$673,334,839**			**$0**			**$203,577,616**
Option TO2 2043	Morning Peak	4	240	0	0	0	$39.78			$0.00	$0	0	0	
Option TO2 2043	Inter Peak	4	240	0	0	0	$42.31			$0.00	$0	0	0	
Option TO2 2043	Evening Peak	4	240	0	0	0	$39.59			$0.00	$0	0	0	
Option TO2 2043	Off Peak	0	0							$0.00	$0			
Option TO2 2043	Weekend Peak	0	120							$0.00	$0			
Option TO2 2043	Weekend off-peak	0	0							$0.00	$0			
2043 Total								**$0**			**$0**			**$0**

TIMINGS				BUS TRAVEL TIME							BUS TRAVEL TIME RELIABILITY					BUS WAITING TIME						BUS OPERATING COSTS			
OPTION and YEAR	PERIOD	EQUIV TIME PERIODS PER DAY (hrs/day)	DAYS PER YEAR (days/year)	1st Spline Average TT (hrs/veh)	1st Spline Demand (Veh/day)	2nd Spline Average TT (hrs/veh)	2nd Spline Demand (Veh/day)	Average Occupancy (passengers)	VALUE OF TIME ($/p.hr)	1st Spline ANNUAL TRAVEL TIME COST ($/year)	2nd Spline ANNUAL TRAVEL TIME COST ($/year)	1st Spline TT (hrs/veh)	2nd Spline TT (hrs/veh)	Equivalent Time Factor (veh)	VALUE OF TIME ($/veh.hr)	1st Spline ANNUAL TRAVEL TIME COST ($/year)	2nd Spline ANNUAL TRAVEL TIME COST ($/year)	Average Bus Dwelling Time	Number of Bus Stops	Average Bus Dwelling Time	Number of Bus Stops	VALUE OF TIME ($/p.hour)	1st Spline ANNUAL CONGESTION COST ($/year)	2nd Spline ANNUAL CONGESTION COST ($/year)	BASE VOC BY SPEED ($/km)	Total Demand Bus (tonne/km/yr)	Averaged Distance Travel (km/veh)	ANNUAL VEHICLE OPERATING COST ($/year)
Do Minimum																												
Base 2022	Morning Peak	4	240	0.267343284	599	0.1077199981	15	22	$13.31	$ 213,512,027.83	$223,139.61	0.229	0.224	4.8	$66.43	$ 73,795,457.35	$26,308.17	0.0111	15	0.0067	6	$21.47	$19,518,563	$0	0.7986	1200	9.7	$ 1,774.45
Base 2022	Inter Peak	4	240	0.264309057	414	0	0	22	$19.68	$ 64,614,477.79	$0.00	0.218	0.000	4.8	$66.43	$666,189.32	$0.00	0.0111	15	0.0067	6	$21.47	$7,244,084	$0	0.7997	960	9.6	$ 1,738.04
Base 2022	Evening Peak	4	240	0.267964904	619	0.1782749854	12	22	$13.31	$ 219,112,162.26	$219,531.72	0.222	0.208	4.8	$66.43	$ 361,347.91	$34,260.87	0.0111	15	0.0067	6	$21.47	$17,726,368	$0	0.7926	1200	11.6	$ 1,978.52
Base 2022	Off Peak																											
Base 2022	Weekend Peak	0	120																									
Base 2022	Weekend off-peak																											
2022 Total										**$497,238,668**	**$443,779**					**$74,822,165**	**$53,567**						**$44,489,016**	**$0**				**$7,490**
Do Min 2033	Morning Peak	4	240	0.264687874	773	0.1556221141	15	22	$13.31	$ 221,117,699.83	$220,538.20	0.221	0.202	4.8	$66.43	$ 72,160,332.05	$12,507.42	0.0111	15	0.0067	6	$21.47	$14,438,410	$43,055	0.7948	1168	9.8	$ 1,756.43
Do Min 2033	Inter Peak	4	240	0.259859563	454	0.0956527241	12	22	$19.68	$ 64,418,555.11	$64,418.73	0.205	0.018	4.8	$66.43	$234,089.76	$22,168.40	0.0111	15	0.0067	6	$21.47	$5,296,336	$41,997	0.7977	719	9.8	$ 1,718.37
Do Min 2033	Evening Peak	4	240	0.265977361	605	0.1666346325	96	22	$13.31	$ 213,623,935.84	$213,419.76	0.208	0.205	4.8	$66.43	$2,251,470.78	$113,985.52	0.0111	15	0.0067	6	$21.47	$13,581,899	$124,779	0.7886	1152	10.1	$ 1,855.45
Do Min 2033	Off Peak	0	0																									
Do Min 2033	Weekend Peak	0	120																									
Do Min 2033	Weekend off-peak	0	0																									
2033 Total										**$551,174,910**	**$570,163**					**$3,120,592**	**$201,222**						**$33,686,481**	**$209,771**				**$7,330**
Do Min 2043	Morning Peak	4	240	0	0	0	0	22	$13.31	$0.00	$0.00			4.8	$66.43	$0.00	$0.00	0.0111	15	0.0067	6	$21.47	$0	$0	0	0	0	
Do Min 2043	Inter Peak	4	240	0	0	0	0	22	$19.68	$0.00	$0.00			4.8	$66.43	$0.00	$0.00	0.0111	15	0.0067	6	$21.47	$0	$0	0	0	0	
Do Min 2043	Evening Peak	4	240	0	0	0	0	22	$13.31	$0.00	$0.00			4.8	$66.43	$0.00	$0.00	0.0111	15	0.0067	6	$21.47	$0	$0	0	0	0	
Do Min 2043	Off Peak	0	0																									
Do Min 2043	Weekend Peak	0	120																									
Do Min 2043	Weekend off-peak	0	0																									
2043 Total										**$0**	**$0**					**$0**	**$0**						**$0**	**$0**				**$0**
Option TO2 - Bus Improvements																												
Option TO2 2022	Morning Peak	4	240	0.267953174	599	0.1082521873	219	22	$13.31	$ 214,053,579.42	$ 223,139.73	0.234	0.228	4.8	$66.43	$ 81,977,408.95	$814,764.07	0.0111	15	0.0067	9	$21.47	$19,600,393	$2,197,249	0.7939	1203	9.7	$ 1,755.15
Option TO2 2022	Inter Peak	4	240	0.264238883	281	0.1627992535	63	22	$19.68	$6,743,113.67	$10,532.54	0.219	0.210	4.8	$66.43	$733,408.35	$77,186.67	0.0111	15	0.0067	9	$21.47	$6,912,295	$332,675	0.7935	960	9.4	$ 1,704.35
Option TO2 2022	Evening Peak	4	240	0.267583567	466	0.2156760127	187	22	$13.31	$ 211,233,259.79	$ 164,139.84	0.223	0.209	4.8	$66.43	$1,047,716.16	$547,409.40	0.0111	15	0.0067	9	$21.47	$12,431,264	$1,644,639	0.7895	1200	10.8	$ 1,958.51
Option TO2 2022	Off Peak	0	0																									
Option TO2 2022	Weekend Peak	0	120																									
Option TO2 2022	Weekend off-peak	0	0																									
2022 Total										**$ 505,833,389**	**$ 408,787**					**$ 83,758,534**	**$ 1,439,763**						**$ 39,011,952**	**$ 4,418,617**				**$7,313**
Option TO2 2033	Morning Peak	4	240	0.261489767	699	0.0995966512	220	22	$13.31	$ 214,572,585.43	$ 221,280.25	0.212	0.208	4.8	$66.43	$ 69,992,699.51	$ 722,895.53	0.0111	15	0.0067	9	$21.47	$19,600,393	$2,217,435	0.7939	1168	9.8	$ 1,756.15
Option TO2 2033	Inter Peak	4	240	0.257661858	497	0.1675961241	95	22	$19.68	$ 64,630,587.37	$ 1,250,543.04	0.208	0.201	4.8	$66.43	$ 294,218.76	$ 135,118.72	0.0111	15	0.0067	9	$21.47	$6,746,295	$211,676	0.7905	719	9.8	$ 1,710.13
Option TO2 2033	Evening Peak	4	240	0.259923845	651	0.1859402769	260	22	$13.31	$ 215,444,449.93	$ 2,151,398.61	0.214	0.208	4.8	$66.43	$ 892,381.42	$ 2,410,175.79	0.0111	15	0.0067	9	$21.47	$11,737,843	$2,519,638	0.7842	1152	10.2	$ 1,870.33
Option TO2 2033	Off Peak	0	0																									
Option TO2 2033	Weekend Peak	0	120																									
Option TO2 2033	Weekend off-peak	0	0																									
2033 Total										**$ 507,888,221**	**$ 3,593,788**					**$ 71,750,736**	**$ 3,668,189**						**$ 37,127,530**	**$ 5,148,673**				**$7,335**
Option TO2 2043	Morning Peak	4	240	0	0	0	0	22	$13.31	$0.00	$0.00			4.8	$66.43	$0.00	$0.00	0.0111	15	0.0067	9	$21.47	$0	$0	0	0	0	
Option TO2 2043	Inter Peak	4	240	0	0	0	0	22	$19.68	$0.00	$0.00			4.8	$66.43	$0.00	$0.00	0.0111	15	0.0067	9	$21.47	$0	$0	0	0	0	
Option TO2 2043	Evening Peak	4	240	0	0	0	0	22	$13.31	$0.00	$0.00			4.8	$66.43	$0.00	$0.00	0.0111	15	0.0067	9	$21.47	$0	$0	0	0	0	
Option TO2 2043	Off Peak	0	0																									
Option TO2 2043	Weekend Peak	0	120																									
Option TO2 2043	Weekend off-peak	0	0																									
2043 Total										**$0**	**$0**					**$0**	**$0**						**$0**	**$0**				**$0**









Transport Economics Analysis Summary

WCC Harbour Quays Bus Second Spine Improvements

All values are discounted in Present Value

	Do Minimum	Option TO2 - Bus Improvements
Capital Costs	N/A	$7,843,137
Maintenance Costs	$0	$0
Total Costs	**$0**	**$7,843,137**
Transport Costs		
General Traffic Travel Time Costs	$5,837,456,229	$5,863,328,383
General Traffic Vehicle Operating Costs	$1,803,149,219	$1,803,667,931
PT Travel Time Costs (1st Spine)	$443,668,518	$320,588,128
PT Travel Time Costs (2nd Spine)	$6,837,553	$109,379,109
PT Reliability Cost (1st Spine)	$42,940,149	$19,035,286
PT Reliability Cost (2nd Spine)	$2,031,188	$27,781,195
PT Bus Stop Waiting Time Cost (1st Spine)	$329,586,080	$249,639,860
PT Bus Stop Waiting Time Cost (2nd Spine)	$2,967,221	$44,228,663
PT Operation Cost	$65,444	$65,370
Carbon Dioxide (4% of VOC)	$72,128,587	$72,149,332
Total Transport Costs	**$8,540,830,187**	**$8,509,863,256**
Tangible Benefits		
General Traffic Travel Time Costs	N/A	-$25,872,155
General Traffic Vehicle Operating Costs	N/A	-$518,712
PT Travel Time Costs (1st Spine)	N/A	$123,080,390
PT Travel Time Costs (2nd Spine)	N/A	-$102,541,556
PT Reliability Cost (1st Spine)	N/A	$23,904,864
PT Reliability Cost (2nd Spine)	N/A	-$25,750,007
PT Bus Stop Waiting Time Cost (1st Spine)	N/A	$79,946,220
PT Bus Stop Waiting Time Cost (2nd Spine)	N/A	-$41,261,442
PT Operation Cost	N/A	$74
Carbon Dioxide (4% of VOC)	N/A	-$20,746
Tangible Benefits (NPV)	**N/A**	**$30,966,931**
Tangible B/C Ratio	N/A	3.9

Appendix G – Review Register (Updated Version 4.1)

DRAFT

ID	Date	Subject	Review Comment	Consequence and Severity of Limitation	Modeller Response / Action	Reviewer representation of issue	Remaining Risks	Modeller Response / Action	Modeller Response / Action	Reviewer representation of issue	Remaining Risks	Modeller Response / Action
1	27-Feb-26	Report Review	2/04/26		2/04/26	7/04/26		7/04/26	30/04/26	7/05/26		19/06/26
2		Base Model sense check	This report mentions that the base model has been since checked where traffic volumes were compared against traffic data. • Please provide more detail on the "health check" process. Specifically, what criteria or thresholds were used to assess the model's validity? Were any calibration or validation statistics produced? • We assume the model was further refined to reflect more significant travel time savings in relation to bus traffic. Now the modelled bus travel time is 1 minute, including dwell time and stopping frequencies, been verified against actual operational data?	Request for clarification - potentially significant	Noted. 1. Can be found in 'Attachment 1 - Health Checks.xlsx' 2. The modelled bus travel times were already calibrated during the development of the 2018 Base and 2023 DM models. No changes were made to the input demand for any scenario, i.e. Fixed Matrices. 3. As mentioned in the report titled 'Attachment 2 - 250901 NZAM 2021 Micro Recalibration Report with Appendices.pdf', which was provided by WTAG. In the NZ model's Base Model, we only updated the dwell times based on the new values provided by WTAG. Therefore, the bus travel times were considered sufficiently validated, and no further recalibration was deemed necessary.	Moderate to Significant	Noted. 1. the model was developed and agreed to be used by WTAG and BHT. 2. It was agreed with peer reviewer to undertake localised travel time check, instead of model re-calibration.		We have undertaken a localised travel time check for four key routes within the Base 2022 model. The methodology and results are detailed in the "Travel Time Calibration.xlsx". Among them, Golden Mile, Bowen Street, and Tennyson Street show good alignment with the observed mean travel times. However, travel times on Harbour Quay are consistently faster than observed. A summary of the recalibrated travel time distributions, including bus whisker plots, is available in "Attachment 2 - HQ Calibration Plot.docx", which further illustrates the central tendency of the modelled values. The result shows the modelled bus travel time represents congestion reasonably well on most of the routes. It is also noted that the model slightly under-represent the congestion level on Harbour Quay route.		Closed	
3			Only the bus service along the defined study area has been included in the 2035 model. This may be unrealistic, but may be acceptable if they are consistent between DM and Option.	comment only	Noted		comment only				comment only	
4		Bus dwelling time assumptions	The model suggests that certain dwell times have been applied across each modelled corridor - that the model assumed a uniform dwell time of bus stops (acknowledging some variation through standard deviation). However, in reality, dwell times can vary significantly depending on the number of passengers boarding/alighting at different stops, due to factors such as passenger volumes and location. This may result in bus delays at certain stops being over/underestimated. It may be worth further clarifying the variation of the dwell times between stops, and clarifying whether any location-specific data was (or either should be) considered.	Request for clarification	Within each modelled corridor, the same mean dwell time and standard deviation have been applied for all stops. As explained in Section 2.4 "Bus Dwell Time Estimates" of the report, the different corridors have different dwell time assumptions based on their area characteristics. This way, the model reflects differences between areas with keeping things consistent within each corridor. We also understand that dwell times can vary between stops, and using a standard deviation helps to capture some of that variation. We understand modelling each individual bus stop dwell time variabilities may appear more realistic, however, it is difficult to accurately estimate and validate, and may be unrealistically responding to the future bus stop variabilities. Hence more precise is not the same as more accurate, we therefore recommend to keep the current assumption as it is.	Moderate	We acknowledge that forecasting bus dwell times can be challenging. However, it may be worthwhile to understand existing stop/dwell time patterns (for example, are all bus services stopping at every single bus stop/shelter, or are they only stopping when passengers are waiting and signalling to the driver?) and how they may change in the future (for example, do you think any significant bus priority measures will be introduced to reductions in bus wait times (even discussions on this in Item 17)), which are hard-wired in the model. Another concern is that the report does not identify the source of the bus dwell time assumptions. We understand that current bus services along Harbour Quay are limited, and the proposed increase in services could significantly affect bus dwell times. This, in turn, could alter the predicted bus wait time and travel time savings based on the current assumptions.	It sensitivity test where both options used the averaged bus' dwell time was carried out. As per attached sensitivity test spreadsheet. The result showed an increase in benefit / BCR. This is because, instead of only the second option getting the bus dwelling time benefits (10s saving on HQ buses only), both options now share the benefit (5s saving on all buses on both corridors). As a result, the overall benefit are increase. It was agreed with peer reviewer to undertake an sensitivity test using the average dwelling time and applying consistently across both corridors. In 23b to DM, 20s to HQ.		Thanks for the spreadsheet provided. It appears that the sensitivity tests were undertaken purely at a benefit/cost level, rather than also re-running the models with adjusted dwell times. As a result, the bus travel time savings for the Dwell time bus savings calculations remain unchanged. This seems unrealistic, as dwell times do influence bus travel times in Aotearoa. That said, it is interesting to note that the number of bus stops proposed along Harbour Quays is fewer than existing conditions (see Item 17). Therefore, the reduction in dwell times associated with fewer bus stops/stops could offset bus patronage between the Do Minimum and Option scenarios — something that has not yet been explored at this stage.	Moderate	We are agreed in meeting with peer review on 19/06/2026, and additional sensitivity test to be carried out by incorporating bus dwell time in bus travel time savings calculations. The BCR is still decreasing from 8.3 to 8.1. This, show the current assumptions is not sensitive to the BCR, hence the risk level should be considered drop from moderate to minor.
5		Model demands	Table 5-1 provides the trained model statistics for each scenario. How were the traffic demands determined across the different scenarios? You mentioned Fixed Matrices? Are additional comments above	Request for clarification	The traffic demand matrices for each scenario were sourced directly from the DM developed 2022 Base and 2023 DM models. No changes were made to the input demand for any scenario, i.e. Fixed Matrices. The wording for "Total Demand" shown in Table 2-1 should refer to the actual number of trips, meaning the total number of modelled vehicles that complete their travel within the model run. Vehicles still travelling in the network at the end of the simulation are not included in this number. Mode shift has not been factored into the traffic demand. Including mode shift would have further increased the already relatively high BCR, as it is a conservative approach not to apply mode shift in the demand inputs.	Significant	Noted, the typo in response this table 2-1 is vehicles not trips. It was agreed with peer reviewer to extend the simulation period to release all residual traffic in model.		The models were extended by 60 minutes, and all residual vehicles were released from the network. Base economic assessment is updated in accordingly. Please find the attached economic assessment spreadsheet.		We can confirm that consistent traffic demands were used between DM and Option results.	Closed	
6		Bus speed changes	Table 5-2 compares the average bus speeds along the Golden Mile and 2nd Spine. What is the reason for the increase in average bus speeds along the 2nd Spine between the DM and Option scenarios? You also mention that buses would likely bypass the 2nd Spine, but a number of new bus stops have also been introduced. These new stops would be expected to increase bus travel times along the corridor, in addition to the impact of the additional bus services themselves. As a result, bus travel times have increased, and the average bus speeds have decreased compared to the Base and DM models. It is worth noting that, the travel time on 2nd Spine is still faster than travel time on Golden Mile.	Request for clarification	See the response in 4	See the response in 4			As discussed above, the bus travel times along both 1st and 2nd Spine remain unchanged between sensitivity tests, which sees unrealistic as they will be influenced by bus dwell times.	Moderate	see item 4 above.
7		General traffic travel time	The report notes that travel time differences along routes within the Harbour Quay corridor are expected to be marginal. However, we observe that some of the changes in average travel times along several routes appear to exceed what would typically be considered "marginal" (e.g. Route 5: 09:00 peak and Oct 2: 09:15 Peak). Please clarify whether the scale of the travel time plots, it is difficult to accurately interpret the magnitude of these changes. To assist with this assessment, could average travel times for each route be provided in a table format? This would help to clarify the actual differences.	Request for clarification	Can be found in 'Attachment 2 - Routes 35 and 3041 TT.xlsx'.	Thanks for the additional data. We note that travel time changes along Bowen Street are relatively consistent between the Do Minimum and Option scenarios, with the majority of 30-minute travel times falling within 10-20% of each other. However, a notable exception is observed for 0941 eastbound during the PM peak, where the Option model predicts an additional 4 minutes of travel time, or a 40% increase during the 17:30 to 18:00 period compared to DM (refer to ST TT (2022 BHT) for calculations). This increase is considered significant, as it appears disproportionate to the scale of bus demand changes proposed along Harbour Quay. This may indicate that the model is influenced by model "noise" outside the project corridor.	Moderate	Following response 6, model will be updated with new travel time results	"Attachment 2 - HQ ST Main Routes TT .xlsx" shows general travel time comparisons for four key routes: - Ngauranga Gorge to Basin (via SH1): AM peak travel time went down slightly, likely because there were fewer conflicting movements on SH1. PM peak travel time went up a bit, probably because more vehicles rerouted from Harbour Quay to SH1, causing more congestion. The reverse direction (Basin to Ngauranga Gorge), didn't change much. - Ngauranga Gorge to Basin (via Harbour Quay) and the reverse both showed a slight increase in travel time in 2022 compared to 2035, which is expected due to congestion at Harbour Quay. But in 2023 AM, Basin to Ngauranga Gorge (via HQ) travel time actually went down a bit — possibly because some traffic switched to SH1 or Old Hutt Road. - Basin to Airport: no big change. In the other direction, Airport to Basin, AM travel time in 2022 dropped slightly, but PM went up a bit. This could be due to congestion at Harbour Quay affecting northbound traffic at the Basin. By 2035, AM and PM travel times got better. - Old Hutt Road to Wellington Station (via Thorndon): travel time went up slowly, especially in the AM peak — likely because traffic rerouted from Harbour Quay. The other direction stayed about the same. In overall, it looks like some general traffic reroute from Harbour Quay to Old Hutt Road during the morning peak, causing delays there.		The new model runs appear to show mixed travel time outcomes between the 2022 and 2023 scenarios. However, overall general traffic travel times are predicted to increase between the Do Minimum and the Options, which is consistent with expectations. We acknowledge that it is challenging to isolate the likely benefits or disbenefits along specific key corridors, given the wide area covered and the complexity inherent in using a mesoscopic model at this scale.	Minor to Moderate	
8		Sector based distance and travel time results	The report notes significant increases in travel time between certain sectors as a result of the proposed changes. Can you please provide further explanation as to why these changes are occurring? For example, it may also be helpful to provide information by sector (demands for understand the scale of the projected changes.	Request for clarification	Can be found in 'Attachment 4 - Sector to sector result' - The subsequent responses conformed that -The Distance Matrix, represents Total Vehicle Distance Travelled -The Travel Time Matrix, represents Total Vehicle Time Travelled	The response sets out the differences, but in our view it does not really explain why the Project will lead to these differences. For example does not provide reasons for the predicted increases in travel times / this being an unintuitive result. Similarly, the response does not explain why the Project will lead to reductions in travel times when the project will move 60 buses from the Golden Mile, which has no traffic, to the Harbour Quays corridor, where buses will share with general traffic (see review query 7, Appendix G of the report). The sector to sector information includes some significant differences in trip distances travelled between sectors on the edges of the model - which suggests that there may be too much instability in the model results. See row item 27 below	Moderate to Significant	Same as above, following response 8, model will be updated with new travel time results	Travel time impacts are discussed as above. Base economic assessment is updated and attached in spreadsheet.		No above	Minor to Moderate	
9		Replicates patterns	The report suggests that a few outlier replications have been identified in the model runs, yet they have been used to inform model results/replications. Detailed/clear comments on micro-simulation replications follows.	Potentially Significant	While the outlier results may appear more noticeable compared to other replications, they represent the potential for worse-case real-world conditions, reflecting the range of possible real-world behaviours. Averaging across multiple replications ensures that the outputs provide a realistic and balanced view of model performance/benefits. The current results are still considered robust and conservative for the purposes of this assessment.	This was discussed at the meeting on 2 May, and it was suggested that the spikes in travel times during the late PM period may be attributed to increased bus activity along HQ. See additional comments in Item 13.	Minor to Moderate	Noted			Minor to Moderate	
		Model Review										
10		Microsimulation Replications	It seems that only 3 of 5 or 6 of 10 replications have been used to calculate the average (also used to inform model outputs/decisions). What are the criteria for choosing these replications to inform the average results?	Request for clarification	The main criteria for selecting replications were based on checking whether there were any major network issues, such as significant gridlock, and observing whether traffic patterns remained close to expected real-world conditions. Replications showing unrealistic behaviours — for example, large volumes of unreasonable route choice changes — were excluded to ensure the outputs reflect credible and practical network performance.	See comment 12 below.	Moderate	See the response in 12	See the response in 12			Closed	
11		Micro-simulator Network Checker	It is noted that the micro-simulation network checker has been used to 'remove' vehicles that were stuck in the network. This is a known issue in Aimsun micro-simulation (and in fact additional caution may be required when models informing economics. The report provided the number of vehicles that have been removed, can we be provided with the log file	Request for clarification	Can be found in the table below | Replication	Message | |---|---| | Replication 1 (SCENARIO_1) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 2 (SCENARIO_1) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 3 (SCENARIO_1) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 4 (SCENARIO_1) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 5 (SCENARIO_1) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 6 (SCENARIO_1) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 7 (SCENARIO_1) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 8 (SCENARIO_1) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 9 (SCENARIO_1) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 10 (SCENARIO_1) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 1 (SCENARIO_2) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 2 (SCENARIO_2) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 3 (SCENARIO_2) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 4 (SCENARIO_2) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 5 (SCENARIO_2) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 6 (SCENARIO_2) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 7 (SCENARIO_2) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 8 (SCENARIO_2) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 9 (SCENARIO_2) | 0 vehicles removed (Network Checker has removed 0 vehicles) | | Replication 10 (SCENARIO_2) | 0 vehicles removed (Network Checker has removed 0 vehicles) |	It appears that the number of vehicles removed remain relatively low. Closed	Closed	Noted				Closed	
12		Model stability	Does that averaged replication results seem useful to compare between options, it may be worth understanding the model stability/variations between replications. Section 4.4.3 of the report indicates that "Ten replications were undertaken to ensure the results are representative of the model behaviour in 3 out of 5 replications, yet they were still used to inform economics.	Request for clarification	We acknowledge that some variations between replications exist, including the spikes observed in 2 out of 5 replications for the 2023 PM2 scenario. However, these variations reflect the natural range of possible real-world network conditions, including less ideal situations that could realistically occur. By averaging the results across multiple replications, the model captures a balanced and representative picture of network performance rather than relying on a single best-case or worst-case outcome. As such, the results remain robust and provide a conservative basis for the economic evaluation.	Thanks for the clarification, we agree that some variation in model outputs is expected with the SRC traffic assignment method. However, it would be helpful to understand the scale of these differences and assess whether they are proportionate to the proposed changes. More importantly, as noted above, the 2023 PM peak Option models predict significantly higher residual queues. We recommend that the models be further refined before their outputs are used to inform the economic assessment.	Significant	As per response 9	See the response in 9			Extending the model period seem to have solved the inconsistent demand/ bias between DM and Option.	Closed	

		Economics Review											
13		Discount rate	4.0% discount rate has been used, across the full NZ general circular (3.5%) requires lower discount rate (3% and 2.5%) to be used in economic evaluation from Jan 2025	Significant	Applying a 3% discount rate would further increase the already high BCR, as using a 4% discount rate in this evaluation is a conservative approach.	The work should be carried out in accordance with the MBCM, which requires low discount rates of 2 for the first 30 years and 1.5% thereafter	Significant	It was agreed with peer reviewers to apply a discount rate of 3% for the first 30 years and 1.5%, thereafter, as required.	Base economic assessment is updated and attached in spreadsheet.	No additional comments	Closed	
14		Fixed trip method	It appeared that the same demand set has been applied to both the DM and Option models. However, the proposed changes to bus routes are likely to alter public transport catchments, which could in turn affect travel demand patterns. Has the potential impact of these route changes on mode choice and overall demand been considered?	Request for clarification	The potential impact of bus route changes on mode choice and overall demand was considered during the modelling process. However, no changes were applied to the demand inputs. This approach we have deliberately to maintain a conservative assessment — allowing mode shift effects could have further improved the results and BCR, but they were not factored into the demand to ensure a more cautious and robust evaluation.	This effect may work both ways - reallocating bus services from the Golden Mile to Harbour Quay would reduce the number of services along the Golden Mile, potentially leading to a decline in public transport patronage along that central corridor. While the new services along HQ may offset this reduction, we cannot be certain without further analysis. We suggest testing the proposed bus change scheme in MITSIM (if feasible) to better understand the potential impacts on overall public transport patronage.	Significant	Following discussion with MITAG, it is understood that: - Due to the type of the infrastructure changes and low level interventions, the MITSIM net is unlikely to be sensitive enough to produce meaningful estimations in terms of mode shifts / passenger numbers. - It is suggested that this test may not provide noticeable changes.	Considering the revised economic assessment, the level of risk for this item is likely to be reduced.	We accept that MITSIM runs may not be necessary to identify the changes in patronage, but its results may still be useful to understand the overall boarding/alighting/patronage going through CBD. It is noted that the bus patronage numbers used in the economics are still based on generalised recommendations, which may not necessary apply to the Harbour Quay corridor.	Significant	see item 17 below.
15		Value of time	Given the vast majority of project benefits are derived from travel time savings, the value of time used in the evaluation may need to be further clarified. • For public transport travel time calculations, it appears that the 'Commuting' trip purpose VoT for standing passengers has been applied. However, a composite value seems to have been used for calculating travel time reliability. To continue, Assessit time calculations appear to use equalised values across all road users. • As 'P' has travel times, the assumptions indicate that most trips are for work purposes, which may be overly optimistic.	Significant	1. In the MBCM, the VoT for "Commuting to/from work" is provided on a per-person basis (e.g., $35.23/hr for Wellington City in 2023 dollars). This is the VoT for a single occupant car (SOV), assuming typical passenger loads, which would be unrealistically high for the purpose of the evaluation. Instead, the value of travel time for vehicles used for work travel purposes ($93.23/vehicle) was applied. This is a conservative approach, ensuring that the travel time reliability benefits are not overstated. 2. For bus wait time calculations, the AM and PM peak periods use the 'Commuting to/from work' VoT ($35.23/hr), while the IP period uses the 'Other' purpose VoT ($20.00/hr). This is also applied rather than the higher "Work travel" purpose VoT. Because the bus wait time benefits were already relatively high. Using a lower VoT for the IP period helps maintain a conservative assessment and avoids overstating the benefits. 3. As noted in the responses to Questions 1 and 2 above, the calculations for bus travel time reliability and bus wait time have been treated conservatively. This conservative approach helps to balance the assumption that, for inter-peak (IP) bus passengers, travel time is not for work purposes, ensuring that the overall evaluation remains reasonable and not overly optimistic.	We note that the response did not address the discrepancies in the VoT applied between the AM/PM and IP calculations. Specifically, the VoT for commuting trip purposes was used in the AM and PM periods, while the VoT for work trips (which is more than three times higher) was applied in the IP period. Additional justification may be required to support the use of such a significantly higher value in the IP.	Significant	It was agreed with peer reviewers to carry out a sensitivity test using the same VoTs as in the assessment methodology for the inter-peak period to assess the impact on the results.	Based on data extracted by CBD from MITSIM, the travel purpose split for bus trips in the AM peak is approximately 70% for public transport (PT) purposes and 30% other purposes. We have recalculated the PT Value of Time accordingly using this proportional split. Base economic assessment is updated and attached in spreadsheet.	Agree with the approach of using MITSIM predicted trip purposes, closed.	Closed	
16		Bus passenger numbers	It appears that a constant number of passenger per bus has been assumed across different years/options. What data has been used to develop and verify these assumptions? What is the expected change in average passenger load per bus trip assumed between scenarios, particularly given potential changes in service levels, network performance, and PT catchment?	Significant	The assumed passenger numbers are based on the NZTA Public Transport Design Guidance, which states that a single deck bus with one rear axle has a capacity of 75 passengers (p). This is the basis for the assumption that the average bus passengers per bus during the AM and PM peak periods, and 20 passengers per bus during the inter-peak period. In reality, factors such as 10 years of passenger growth, service level improvements, network performance changes, and PT catchment expansion would likely increase the average number of passengers over time. By not applying these potential increases, the assumptions are conservative and help ensure that the evaluation does not overstate the benefits.	This assumption is likely to be particularly significant, and needs to be checked, either against observed bus loadings, or against modelled predictions (here MITSIM - checking that these figures have some validity	Significant	See response 14	See response 14	We accept that MITSIM runs may not be necessary to identify the changes in patronage, but its results may still be useful to understand the overall boarding/alighting/patronage going through the project area. It is noted that the bus patronage numbers used in the economics are still based on generalised recommendations, which may not necessary apply to the Harbour Quay corridor. This is particularly important with the latest economics, as the wait time benefits are predicted to contribute more $71 $Million out of the total $90 Million benefits.	Significant	see item 17 below.
17		Bus Stop waiting time savings	The predicted saving of bus stop wait based on historical dwell times from existing services. However, this is a significant assumption for the proposed new services. Has any sensitivity been undertaken to test the impact of the 30s/pax/stop assumption in the MBCM, wait time benefits should be based on the time passengers spend waiting at the stop, not the bus dwell time.	Significant	Passenger waiting time is influenced by bus dwell times, the time passengers arrive at the stop relative to the bus schedule, and the number of passengers boarding. The 30s/pax is better than on the Golden Mile, we did not apply the effects of passenger arrival time and bus travel time in the waiting time calculation. This was done to maintain a conservative approach. Therefore, using dwell time savings alone as part of the benefit calculation is conservative. It avoids overstating the wait time benefits that could otherwise arise from faster bus movements along the 2nd Spine.	We note that additional clarification has been requested to justify the bus dwell times, as discussed above, and therefore needs as to whether the change in services may influence bus dwell times. In addition, passenger wait times are closely linked to bus headways, as indicated in Table 29 of the MBCM (see below). Therefore, headways are not equivalent to the Golden Mile would probably lead to longer headways, and benefits of longer wait times/negative benefits. This effect does not appear to have been accounted for in the calculation of bus wait time benefits. Table 29: Increased service headway Existing Headway (minutes) / Post-Grid Headway (minutes): Commuter, Other, Concessionary 6.0 2.4 3.2 2.5 10.0 3.3 4.3 3.3 15.0 4.1 4.8 4.2 20.0 5.0 5.6 5.1 30.0 6.6 7.2 6.8 40.0 9.8 10.6 10.1 60.0 11.7 12.5 11.9	Significant	We acknowledge the point about wait times and headways, and therefore needs as to whether the change in services may influence bus dwell times. In length, and model outputs show higher bus speeds along Harbour Quay. Therefore, headways are not equivalent to the Golden Mile would probably lead to longer headways, and benefits of longer wait times/negative benefits. This effect does not appear to have been accounted for in the calculation of bus wait time benefits.	Considering the revised economic assessment, the level of risk for this item is likely to be reduced.	The benefits for passengers waiting at bus stops are predicted to contribute significantly to the new benefit calculation, so to our opinion warrants more scrutiny. We note that the wait time benefits have been applied to all passengers travelling through the Golden Mile and Harbour Quay corridors. However, the Golden Mile is currently operating at capacity, and the number of passengers assumed were some 18,000 per day, but it is unclear how many passengers will board their buses along the project corridor. The Wellington City Golden Mile 2022/23 update indicates that the total boarding numbers along Golden Mile were estimated at 22,200. This is significantly lower than the number of passengers estimated above. As such, we recommend the bus passenger wait time benefits to be revised. https://proxy.ga.govt.nz/assets/Documents/2024/05/Bus-fleet-decarbonisation-and-Golden-Mile-air-quality.pdf	Significant	As per agreed in meeting with peer review on 14/08/2025, addition check on patronage demand is carried out. According to the MITAG Wellington CBD Cordon Dashboard, the reported Average Daily Passenger numbers in the Wellington CBD Cordon increased from 57,000 in 2019 pre-covid to 65,000 in 2023. Based on this, the modelled assumption of roughly 68,000 passengers per day is considered reasonable. In terms of the patronage distribution across the day, the AM peak hour demand is around 10.5% to 10% of peak patronage could be carried on the second spine. The HQ model results fall within the expected range, with the AM peak showing about 30% and the PM peak about 35% of passengers. We consider that these HQ assessments align well with MITSIM expectations and therefore support the reasonableness of the modelling assumptions. Therefore, the risk level should be considered to drop from significant to minor.
18		General traffic benefits	It is noted that the proposed TCI scenario is predicted to result in negative benefits for travel time and VOC in 2033 but positive benefits in 2035, resulting overall benefits after discounting. What is driving this change in trend over time?	Request for clarification, potentially significant	As noted in Section 4.5.7 "Sensitivity Test" of the report, a sensitivity test was carried out assuming that only 50% of the projected benefits were captured. Even under this conservative assumption, the BCR remains above 1.0, at 1.3. This demonstrates that the benefits are genuine and robust, and that the application of more cautious assumptions has a only sensitive impact on the BCR. The subsequent response on 5.5 states that the higher congestion level and reduced vehicle capacity (i.e. Golden Mile implemented), resulted a higher level of travel route diversion to the 2nd Spine, which is considered unlikely. Likely to be reallocated to shorter distance and faster route, but with lower road distance).	This does not really respond to the question, which is around the validity of the 2033 benefits for general traffic and not travel 5 answer. We still do not really understand why the project will lead to travel time benefits, when the Do Minimum and Option scenarios (the number of the model test with the option has been "over-optimised" relative to the do min - leading to false benefits. See item 21 below	Request for clarification, potentially significant	See the response to 5	See the response to 5	This has been resolved using the latest model results.	Closed	
19		CRV benefits	We noted that CRV costs have not been included in economic evaluation. Given the congestion levels predicted in the forecast models, it may be worth capturing them as they may impact general traffic benefits.	Request for clarification	It is expected that the travel time impacts are positive benefits in the model, meaning that the CRV benefits would also be positive if included. Including CRV benefits would have further increased the already relatively high BCR. Therefore, excluding CRV costs is a conservative approach that avoids overstating the benefits.	See item 21 below	Moderate	See item 21 below	See item 21 below	See item 21 below	Closed	
20		PT operating costs	It appears that the PT operating costs have been calculated by applying Value Of Assessit Travelled (£/km) values to total bus VKT. Please clarify the source of these VoKs. Additionally, why has a demand been averaged between the DM and Option scenarios?	Request for clarification, potentially significant	1. The Public Transport operating costs have been calculated using the VoD rates assumed from Table 22 on Page 76 of the MBCM. 2. In the Option TCI3 scenario, some bus services were shifted from the Golden Mile to the 2nd Spine, which resulted in changes to the actual modelled number of buses. To address this, we applied the "rule of a half," as this situation technically involves variable matrices. This approach ensures that the Public Transport (PT) operating costs remain comparable between the DM and Option scenarios.	We are not certain that the rule of half should be applied in this case, as the total number of bus services should remain consistent between the Do Minimum and Option scenarios, albeit redistributed across different corridors. Additionally, since the model uses a fixed demand approach, the rule of half may not be appropriate, as there are no 'new' users entering the network. As discussed above, we also note discrepancies in the number of general traffic vehicles and buses between the Do Minimum and Option scenarios. This may be due to congestion effects within the model, which result in fewer vehicles being unable to enter the network or complete their journeys. Consequently, their travel time and distance data may not be fully captured in the economic evaluation. We recommend further model refinement to ensure that vehicle volumes are more comparable between the Do Minimum and Option scenarios before using the outputs for economic analysis.	Request for clarification, potentially significant	See the response to 5	The number of buses is now consistent between the Do Minimum and TCI3 scenarios. Therefore, variable matrices economic calculation are no longer required for the assessment.	This has been resolved using the latest model results.	Closed	
21	10035	Travel time benefits				There is a theme emerging from several of our responses, above, that we do not fully understand the derivation of travel time benefits for the project, for general traffic, which are predicted to contribute about 70% of the total benefits. We wonder if these result from: • The comparison of results with different numbers of completed trips (with less completed trips implying more congestion) between the Option and DM tests • The way the economics appears to have drawn results from only parts of the model - are these capturing the full effects of the project? • Has the model with the project option been over optimised, relative to the Do Min? We acknowledge that the analysis has been conservative in a number of respects (eg high discount rate, not counting CRVs, etc), but we are concerned that the project may lead to travel time disbenefits in 2033 (as it will in 2032). Thus the BCR may not be as high as currently predicted. In fact, if the $1billn travel time benefits were removed from the assessment, the project would have a significant effect the BCR, particularly if, as we suspect, average patronage per bus is currently overestimated.		See the response to 5	See the response to 5			
22	09835	Additional Option Review - Bus lanes along Harbour Quays	• Travel time comparisons between buses and general traffic suggest that buses will benefit from the proposed bus lanes along Harbour Quays (under the TCI Scheme). However, motorists are also experiencing shorter travel times during the AM (7.30–9.00am) and PM (3.00–6.00pm) peak periods. These results exclude bus dwell times and align with expectations, reflecting the advantages of dedicated bus priority measures.	Comments only								
23			However, the 5% global traffic reduction assumed in the model may be optimistic. Under the assumption, traffic volumes in 2033 are projected to be lower than those in the 2022 model. This suggests that the 5% reduction may have been underestimated the potential impacts on general traffic resulting from the proposed bus lane layout. We are aware that the level of trip suppression for general traffic is being discussed further, including sensitivity testing of a 10% reduction. Given the scale of the proposed changes, this 5% reduction of 7% may be appropriate along the corridor, but the effects of such a reduction may be very different from a global reduction of 5%.	Moderate						Noted, the current test was purely quick sensitivity test to understand the high level operational impact. It is aware that MITAG has undertaken detailed response but regarding to this effect.	
24			It is also noted that bus lane restrictions were removed at several intersections, presumably to allow for left-turn movements into side roads. However, this appears to have resulted in vehicles turning out from Panama Street onto Customhouse Quay consistently blocking northbound bus lanes, thereby reducing the effectiveness of the bus lane operation. As a result, the model may have overestimated northbound bus travel times at this intersection.	Moderate						According to WCC bylaw: "Bus lanes can be used by all vehicles between 6.30am and 9.30am on all bus lanes, All other vehicles can use these lanes briefly (up to 50 metres) to cross through to another lane or turn into another street or driveway." Therefore the model is reflecting the local driving behaviour to our understanding. As per agreed in meeting with peer review on 14/08/2025, addition vehicle behaviour check from Panama Street onto Customhouse Quay is conducted. Based on the model video, it can be observed that only left-turning vehicles remain in the bus lane, while through traffic has been restricted. Additionally, the bus lane for entire lane 2 or lane 3, and therefore do not proceed straight ahead within the bus lane itself. Therefore, the risk level should be considered to drop from Moderate to minor.	

Addendum:
Economic Evaluation – Bus Lane Scenario

1. Overview

This addendum presents the economic assessment of the bus lane scenario, prepared as a complementary analysis to the core scenarios outlined in the main traffic modelling report (NZ20240809-01 HQ Traffic Modelling Tech Note_v4.0). This assessment evaluates the potential benefits and costs of introducing dedicated bus lanes along key segments of the corridor and estimates the resulting Benefit-Cost Ratio (BCR).

2. Background

This scenario reflects the outcome of recent value engineering decisions, which result in the removal of the Whitmore Street bus stops, the addition of two new bus stops on Customhouse Quay near Balance Street, and the closure of Balance Street to left-turning traffic. Bus lanes will operate in both directions during peak periods, and a realistic mode shift—anticipated to be 5%—is to be incorporated into the modelling. These changes require updated modelling to assess network performance and economic impacts under the revised design assumptions.

3. Scenario Assumptions

- **Bus Lane Operating Hours**
  7:00–9:00 and 16:00–18:00, applicable to both northbound and southbound directions on Harbour Quay.
- **Mode Shift Assumption**
  5% reduction in light vehicle volumes.
- **Bus Stop Changes**
  Add new stops at Customhouse Quay (near Balance Street).
  Remove existing stops at Whitmore Street (NB and SB).
- **Intersection Modification**
  Left-turn from Customhouse Quay into Balance Street is closed.
- **Bus Lane Design**

Harbour Quay Bus Lane

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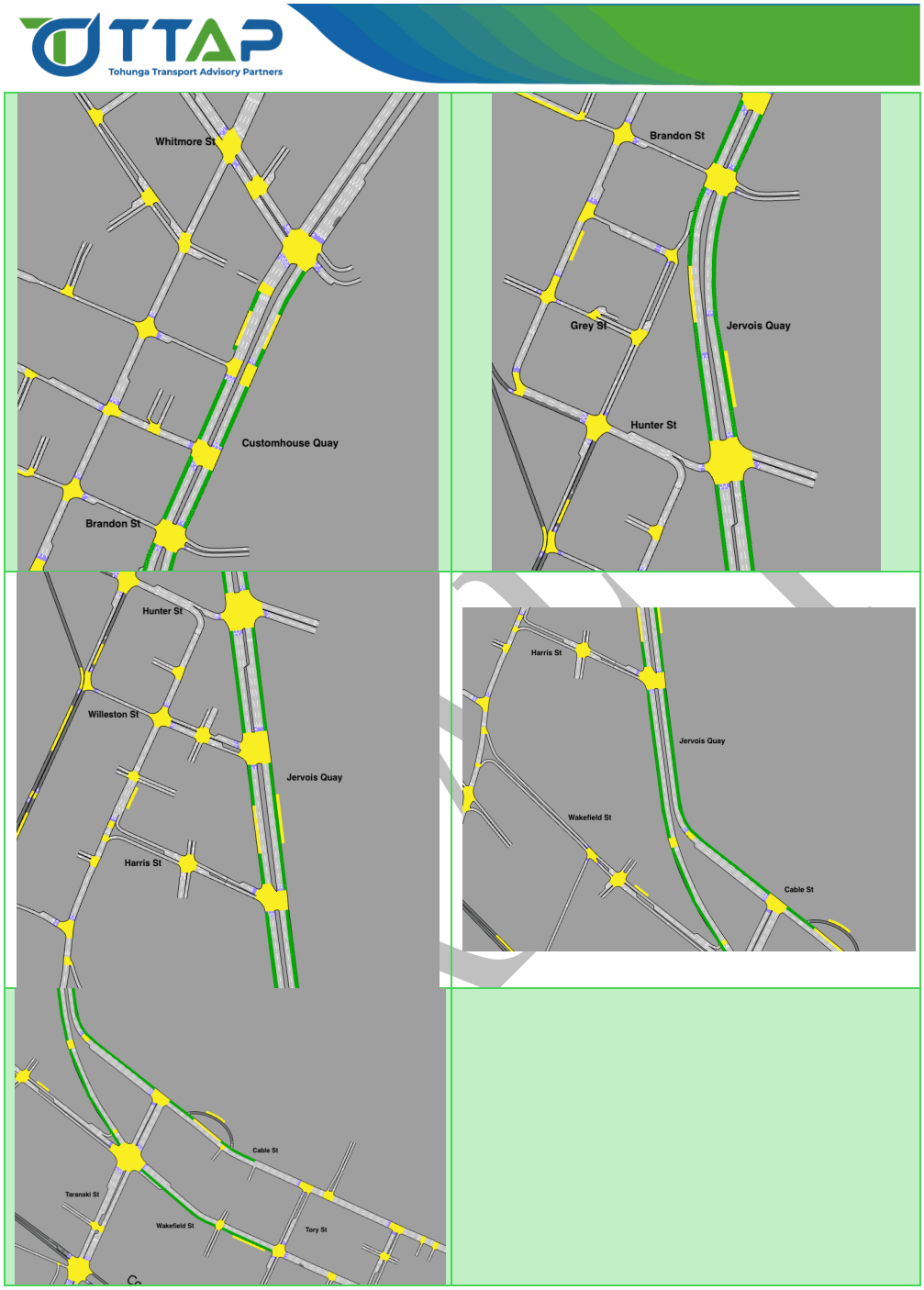
TTAP
Tohunga Transport Advisory Partners
Whitmore St
Customhouse Quay
Brandon St
Brandon St
Grey St
Jervois Quay
Hunter St
Hunter St
Willeston St
Jervois Quay
Harris St
Harris St
Jervois Quay
Wakefield St
Cable St
Cable St
Taranaki St
Wakefield St
Tory St

4. Model Result

4.1. General Traffic Travel Time

Figure 4-1: Map of General Traffic Key Route in Project Area presents the alignment of four key corridors within the project area, along with Old Hutt Road, while Table 4-1: General Traffic Travel Time Box Whisker Plot compares general traffic travel times during peak hours across these routes under different scenarios. The following observations can be made:

- In 2022, travel times remained largely stable across most routes. However, increases were observed on southbound Harbour Quay and State Highway 1 (SH1) during the PM peak, indicating moderate congestion impacts in these segments.
- In the 2033 PM peak, general traffic travel times on Harbour Quay and Bowen Street show a reduction under Scenario TO2B compared to TO2. This suggests that, despite the introduction of bus lanes in TO2B, the inclusion of a 5% mode shift likely improves overall traffic efficiency.
- Notably, in the 2033 AM peak, a significant increase in southbound travel time on Old Hutt Road is observed. This may indicate that a considerable volume of rerouted traffic is using Old Hutt Road as an alternative during the morning peak.



Figure 4-1: Map of General Traffic Key Route in Project Area

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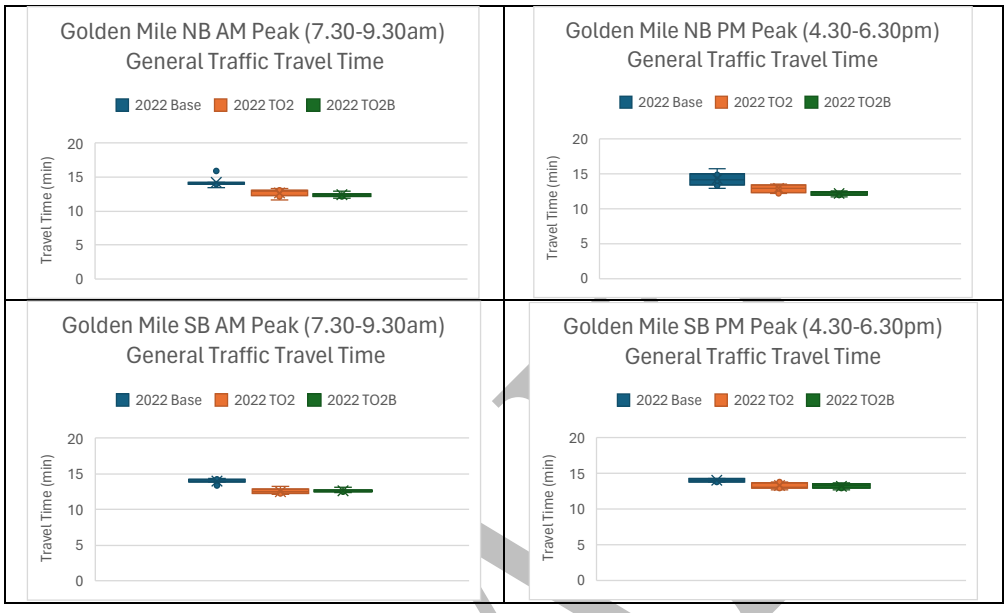
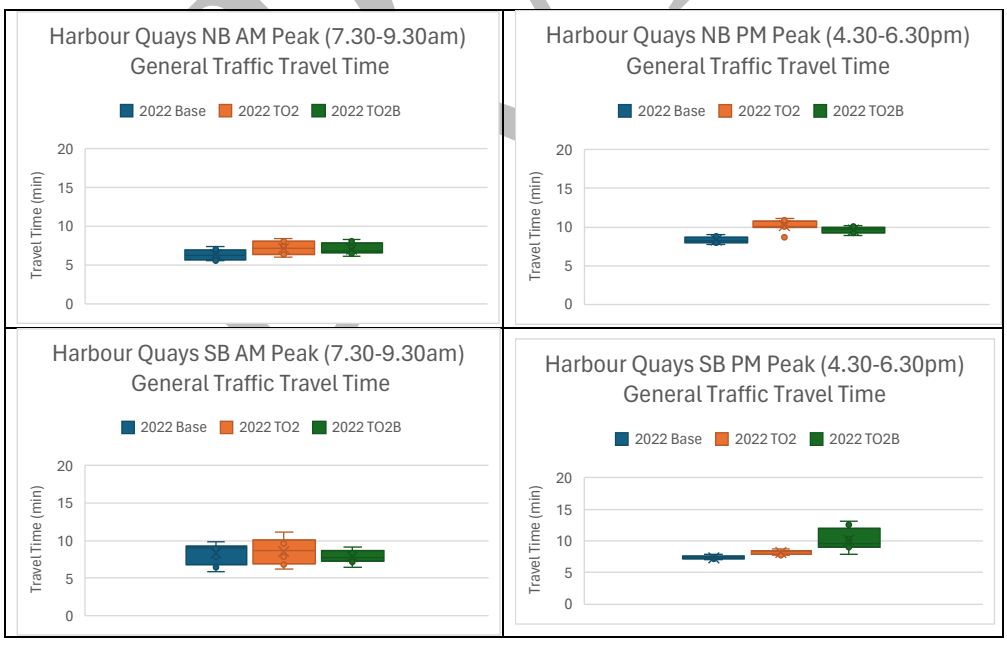
Table 4-1: General Traffic Travel Time Box Whisker Plot

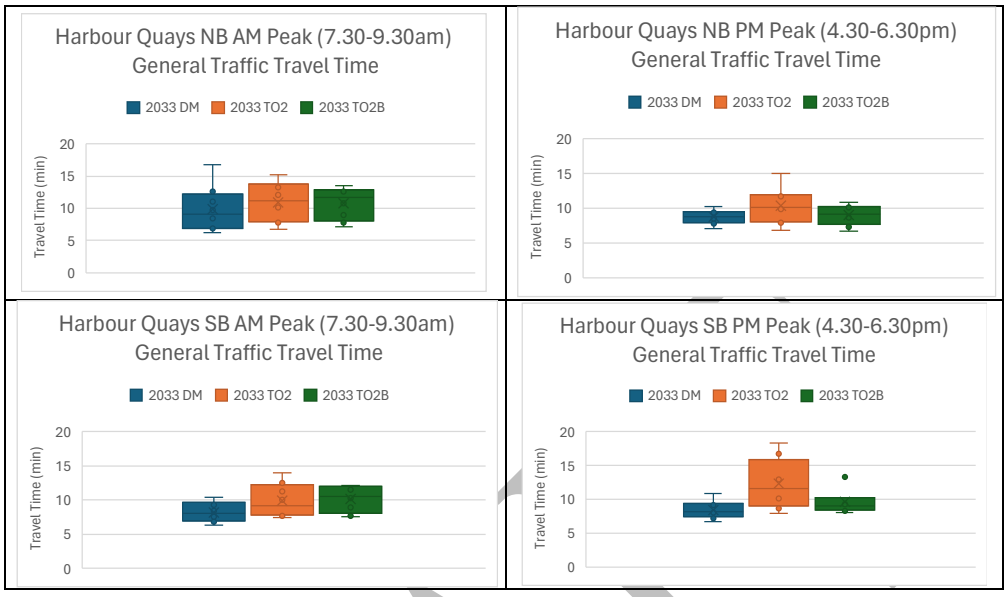
- Golden Mile in 2022



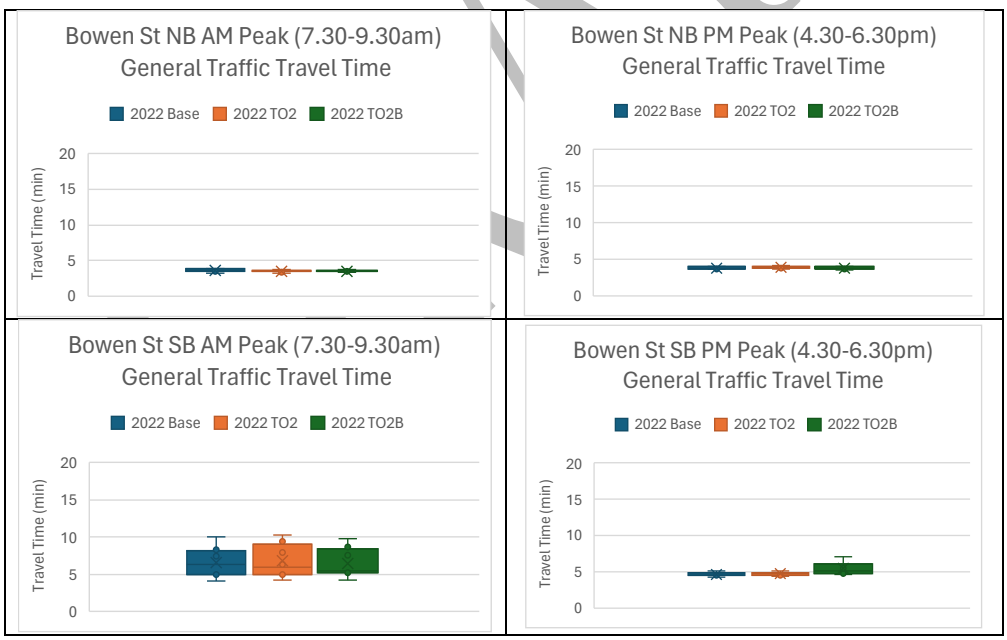
- Harbour Quays in 2022



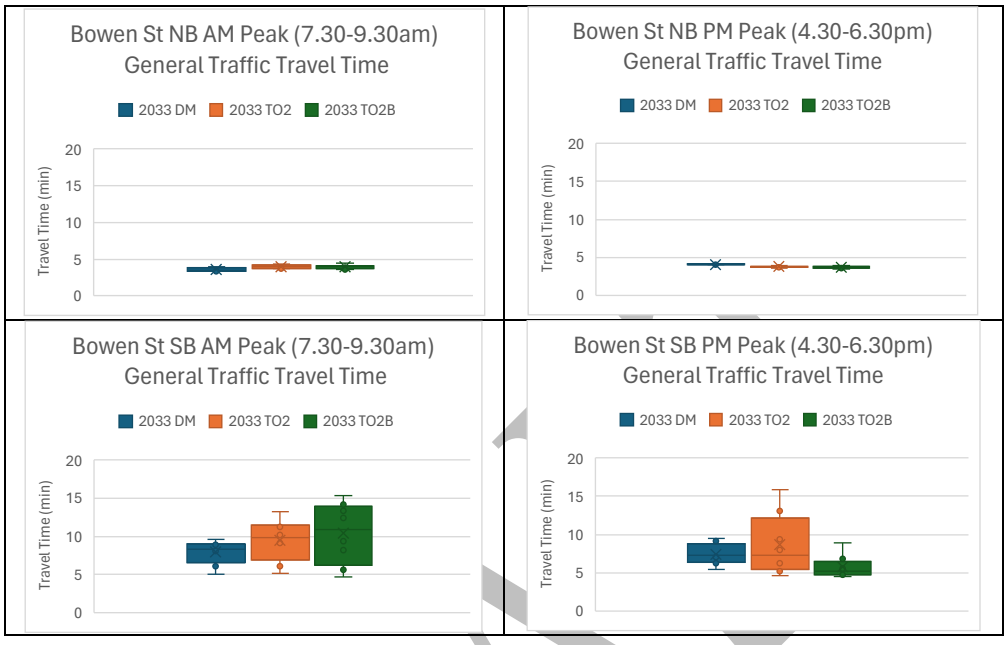
- Harbour Quays in 2033



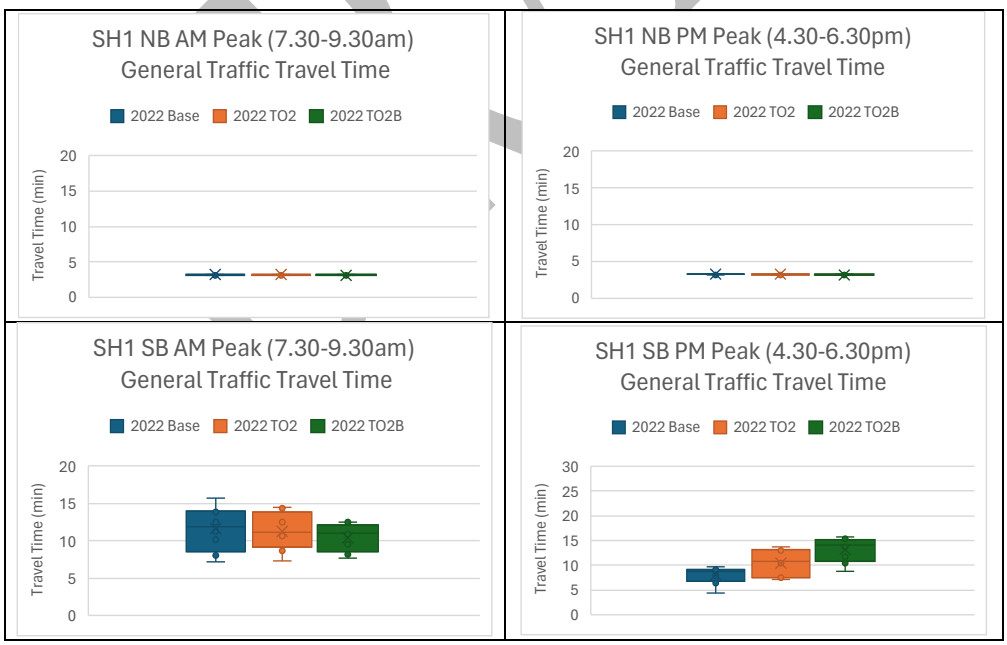
- Bowen St in 2022



- Bowen St in 2033



- SH1 in 2022



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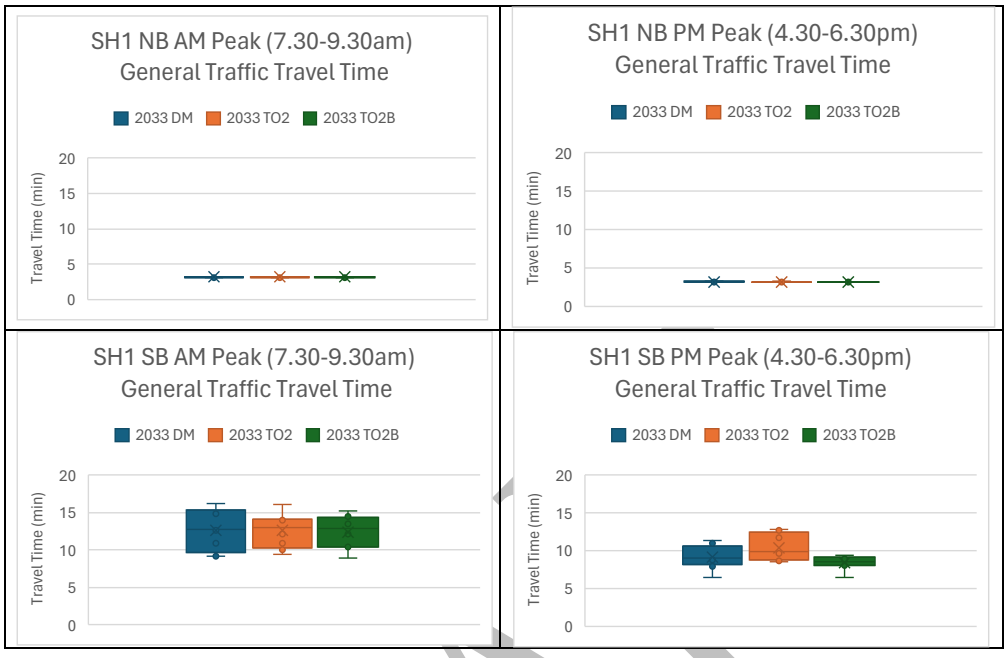
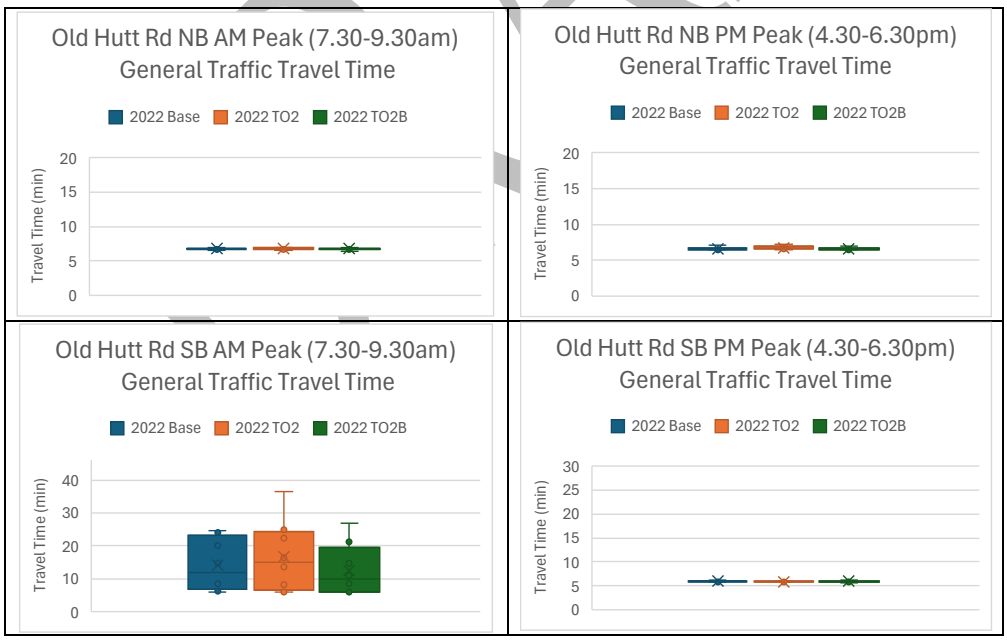
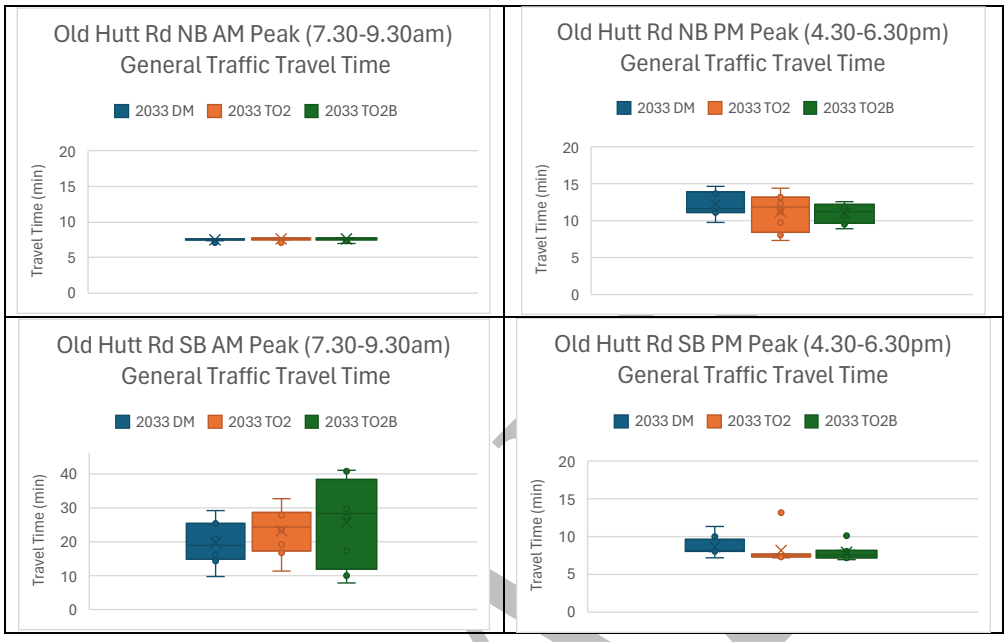


- Old Hutt Road in 2022



- Old Hutt Road in 2033



4.2. General Traffic Travel Time on Main Route

Figure 4-2: Map of Main Route in Wellington illustrates four main corridors in Wellington, while *Table 4-2: General Traffic Average Travel Time on Main Route Comparison* presents a comparison of average general traffic travel times during peak hours across these routes. Key observations include:

- In the 2022 AM peak and the 2033 PM peak, average travel times generally decrease across most corridors, which is likely attributable to the assumed 5% mode shift reducing overall traffic demand.
- During the 2022 PM peak, both SH1 and Harbour Quay experience noticeable increases in travel time, despite the mode shift. This suggests that the introduction of bus lanes on Harbour Quay has a significant impact on general traffic performance in these segments.
- In the 2033 PM peak, a marked increase in travel time is observed on Old Hutt Road, indicating that in the future, a portion of general traffic may be rerouting to this corridor during the morning peak period.

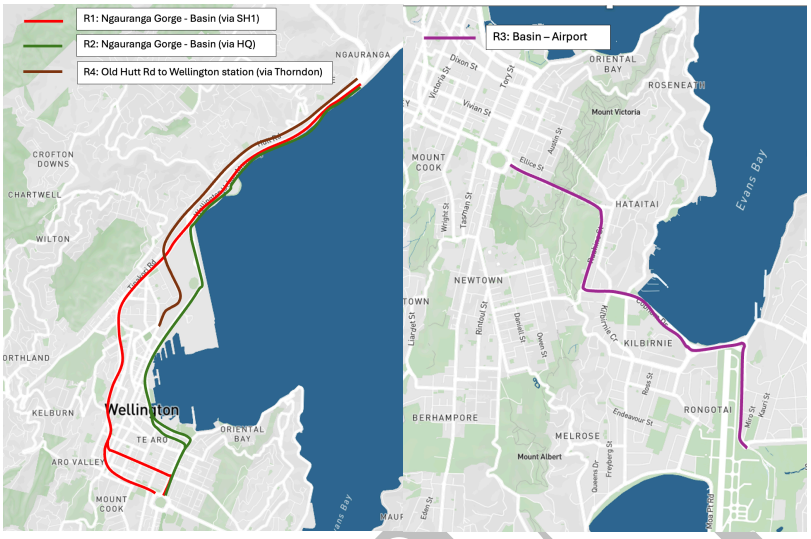


Figure 4-2: Map of Main Route in Wellington

Table 4-2: General Traffic Average Travel Time on Main Route Comparison

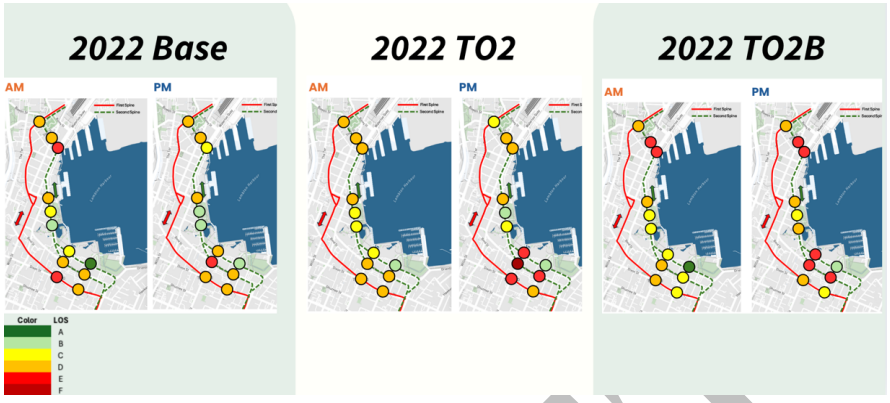
Route	Direction	2022 Base TT (sec)		2022 Diff (sec)		2022 Diff (%)		2033 DM TT (sec)		2033 Diff (sec)		2033 Diff (%)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
R1: Ngauranga Gorge - Basin (via SH1)	SB	915.6	733.4	-110.8	171.9	-12%	23%	1149.6	803.4	-107.8	-89.8	-9%	-11%
	NB	408.7	569.8	-2.7	-34.8	-1%	-6%	451.6	532.1	-8.2	-30.4	-2%	-6%
R2: Ngauranga Gorge - Basin (via HQ)	SB	848.6	690.9	-59.8	155.2	-7%	22%	1035.1	848.4	6.6	-5.4	1%	-1%
	NB	657.7	774	14.4	10.3	2%	1%	920.2	946.6	-24	-91.4	-3%	-10%
R3: Basin - Airport	SB	401.7	448.5	0	-12.3	0%	-3%	422.4	484.9	3.6	-15.3	1%	-3%
	NB	872.1	688.2	-171.6	-24.5	-20%	-4%	860.8	590.1	-175.3	-70.9	-20%	-12%
R4: Old Hutt Rd - Wellington station (via Thorndon)	SB	593.7	347	-47.8	6.1	-8%	2%	841.3	576.1	261.7	-88	31%	-15%
	NB	393.8	385.2	0.7	-0.6	0%	0%	443.4	608.6	0.5	-58.9	0%	-10%

4.3. Intersection Level of Service

Figure 4-3: 2022 & 2033 intersection LOS plot shows the changes in intersection Level of Service (LoS) across different scenarios for 2022 and 2033. The following trends can be observed:

- In 2022, the LoS at intersections along Whitmore Street deteriorates, while intersections near Taranaki Street and Tory Street exhibit some improvement.
- In 2033, a decline in AM peak LoS at Taranaki Street is observed, likely due to queuing back at the intersection. In contrast, PM peak LoS at Harbour Quay intersections shows a degree of improvement.

- 2022 Intersection performance



- 2033 Intersection performance

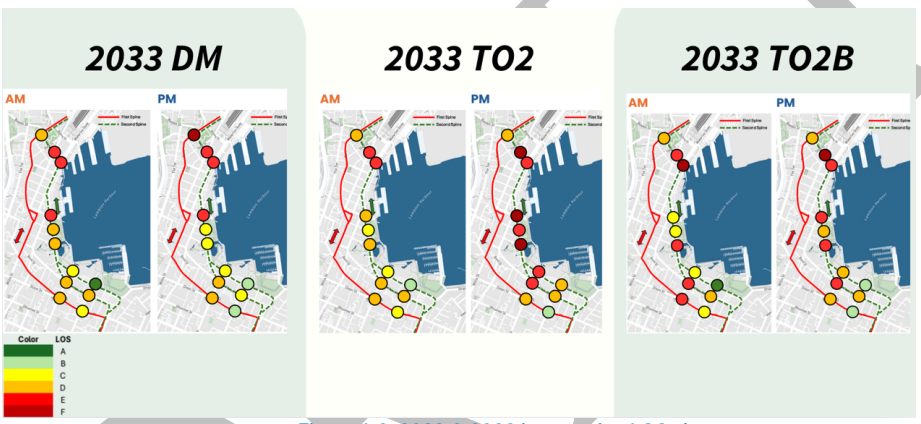


Figure 4-3: 2022 & 2033 intersection LOS plot

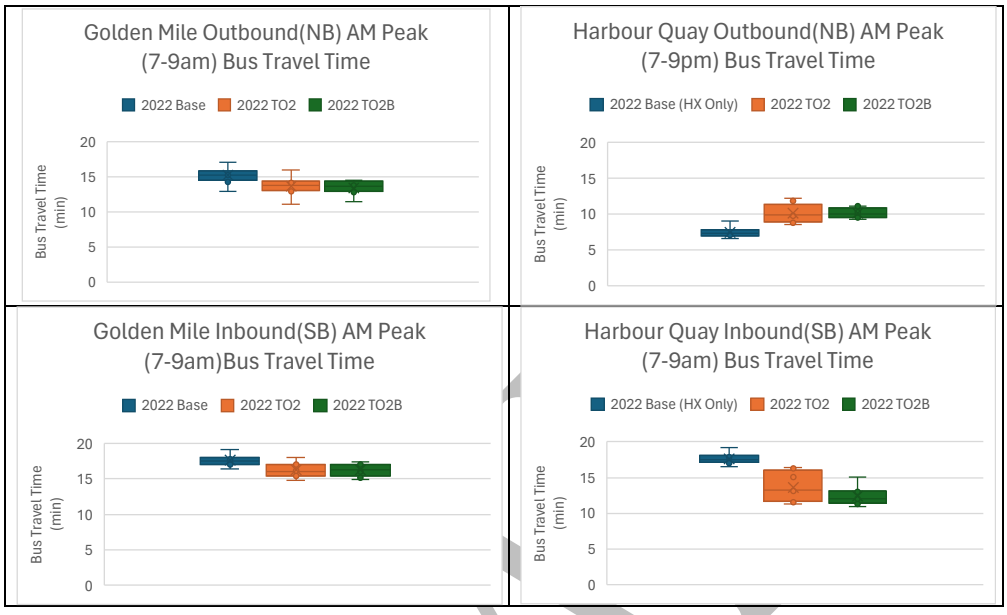
4.4. Bus Travel Time

Table 4-3: Bus Travel Time Box Whisker Plot compares bus travel times across different services during peak hours under various scenarios. The following observations can be made:

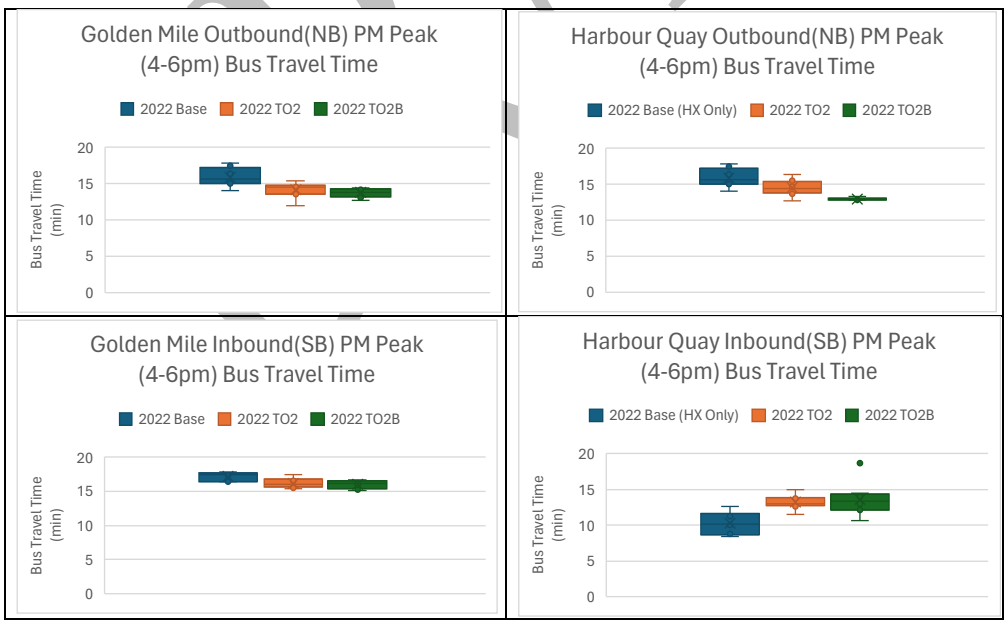
- On the Golden Mile, bus travel times remain largely unchanged between TO2 and TO2B scenarios.
- On Harbour Quay, most services show a reduction in travel time under TO2B compared to TO2.
- However, in the 2033 AM peak southbound direction, there is a noticeable increase in bus travel time, which is likely due to congestion occurring at Whitmore Street.

Table 4-3: Bus Travel Time Box Whisker Plot

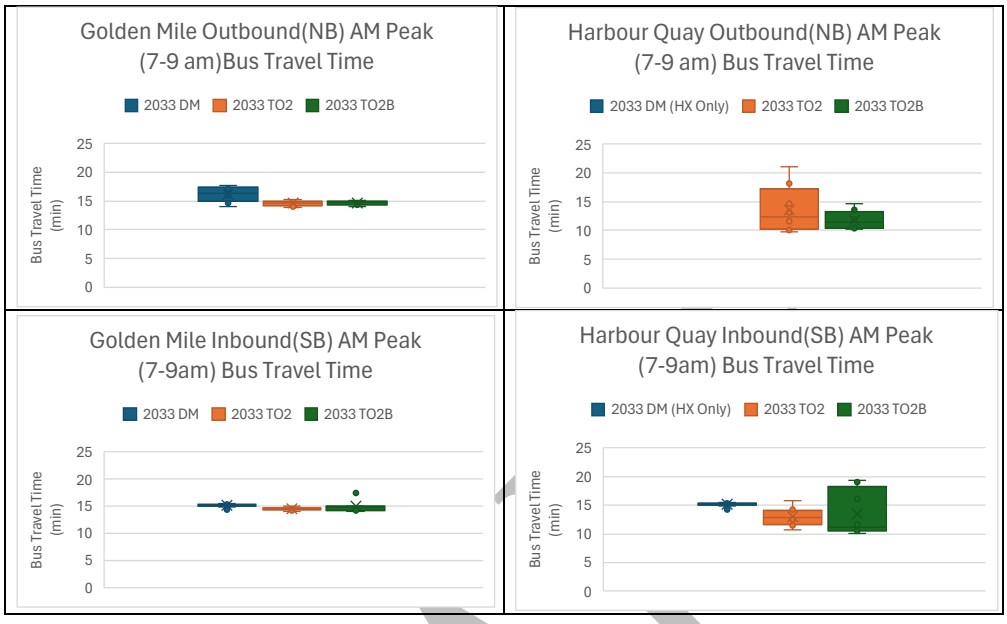
- 2022 AM



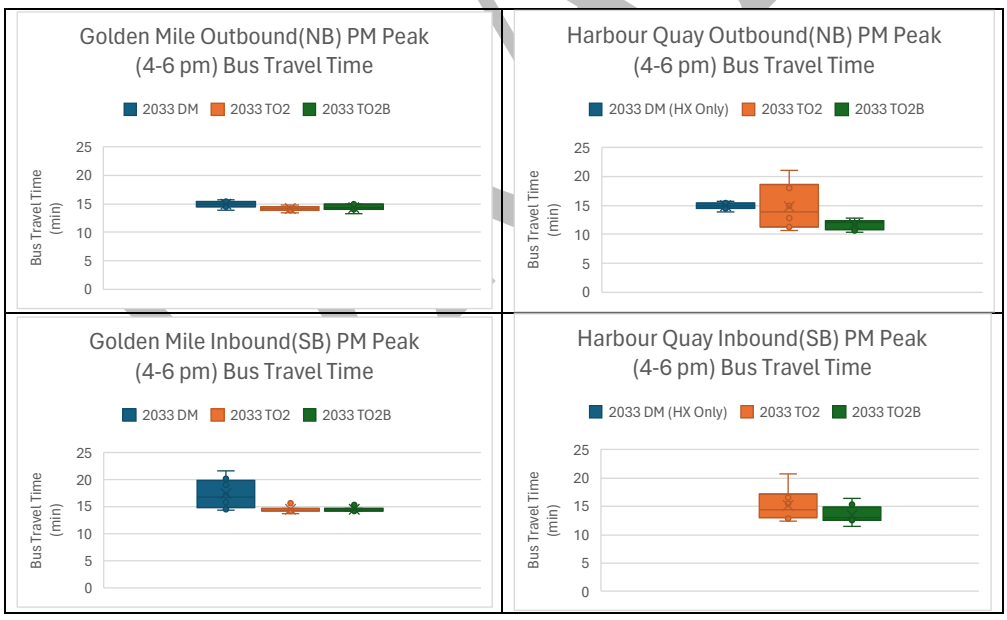
- 2022 PM



- 2033 AM



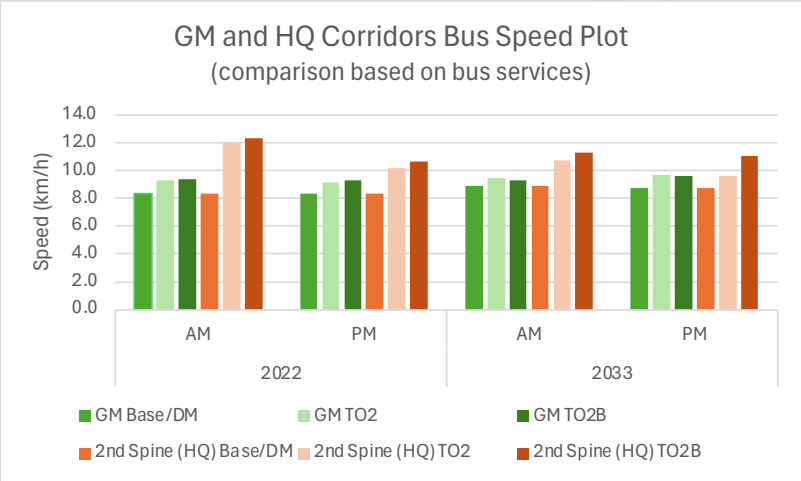
- 2033 PM



4.5. Bus Speed on Corridors

The figure below compares bus speeds along the Golden Mile and Harbour Quay corridors across different scenarios. It can be observed that:

- Golden Mile: The introduction of a bus lane (TO2B) did not result in a significant change in bus speeds compared to TO2 without a bus lane.
- Harbour Quay: The implementation of a bus lane (TO2B) led to a slight improvement in bus speeds compared to TO2 without the bus lane. When compared to the Base/DM scenario, the improvement is more pronounced.



5. Economic

5.1. Economic Assumption

- **General Traffic Travel Time Benefit Assumption**

  The general traffic travel time benefit has been derived from the scenario that includes the implementation of the bus lane but excludes the assumed 5% mode shift. This approach was adopted to ensure a conservative assessment, as attributing the full travel time improvement for general traffic solely to a 5% reduction in light vehicle volumes was considered overly optimistic. Therefore, the general traffic travel time benefit applied in the economic evaluation reflects the impact of the bus lane infrastructure only, without incorporating mode shift effects.

- **Construction Cost Assumption**

  The removal of the two existing bus stops on Whitmore Street is expected to save $550,000 and $910,000 respectively, while the addition of new bus stops near Balance Street will add $200,000 in cost. As a result, the pre-discount construction cost is reduced from $8.0 million to $6.74 million, with a discounted cost of approximately $6.6 million.

5.2. 10 Years Project Life

The following summary assumes 10 Years project life with 2% Discounting Rate and $6.74M construction cost.

Transport Economics Analysis Summary

WCC Harbour Quays Bus Second Spine Improvements

All values are discounted in Present Value

	Do Minimum	Option TO2 - Bus Improvements
Capital Costs	N/A	$6,607,843
Maintenance Costs	$0	$0
Total Costs	**$0**	**$6,607,843**
Transport Costs		
General Traffic Travel Time Costs	$5,691,518,654	$5,476,247,967
General Traffic Vehicle Operating Costs	$1,758,069,966	$1,745,768,280
PT Travel Time Costs (1st Spine)	$445,498,933	$320,744,786
PT Travel Time Costs (2nd Spine)	$6,837,553	$97,027,701
PT Reliability Cost (1st Spine)	$43,235,966	$19,336,906
PT Reliability Cost (2nd Spine)	$2,031,188	$17,425,030
PT Bus Stop Waiting Time Cost (1st Spine)	$330,925,871	$250,989,245
PT Bus Stop Waiting Time Cost (2nd Spine)	$2,967,221	$49,123,762
PT Operation Cost	$65,444	$65,146
Carbon Dioxide (4% of VOC)	$70,325,416	$69,833,337
Total Transport Costs	**$8,351,476,213**	**$8,046,562,159**
Tangible Benefits		
General Traffic Travel Time Costs	N/A	-$70,430,906
General Traffic Vehicle Operating Costs	N/A	$12,301,686
PT Travel Time Costs (1st Spine)	N/A	$124,754,148
PT Travel Time Costs (2nd Spine)	N/A	-$90,190,148
PT Reliability Cost (1st Spine)	N/A	$23,899,061
PT Reliability Cost (2nd Spine)	N/A	-$15,393,842
PT Bus Stop Waiting Time Cost (1st Spine)	N/A	$79,936,626
PT Bus Stop Waiting Time Cost (2nd Spine)	N/A	-$46,156,541
PT Operation Cost	N/A	$299
Carbon Dioxide (4% of VOC)	N/A	$492,079
Tangible Benefits (NPV)	**N/A**	**$19,212,461**
Tangible B/C Ratio	N/A	2.9

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5.3. 40 Years Project Life

The following summary assumes a 40-year project life, applying a 2% discount rate for the first 30 years and 1.5% thereafter, with a construction cost estimated at $6.74 million.

Transport Economics Analysis Summary

WCC Harbour Quays Bus Second Spine Improvements

All values are discounted in Present Value

	Do Minimum	Option TO2 - Bus Improvements
Capital Costs	N/A	$6,607,843
Maintenance Costs	$0	$0
Total Costs	**$0**	**$6,607,843**
Transport Costs		
General Traffic Travel Time Costs	$17,496,594,218	$16,783,215,237
General Traffic Vehicle Operating Costs	$5,338,256,557	$5,296,332,337
PT Travel Time Costs (1st Spine)	$1,390,348,566	$1,006,516,292
PT Travel Time Costs (2nd Spine)	$22,648,679	$303,021,800
PT Reliability Cost (1st Spine)	$136,378,378	$57,448,451
PT Reliability Cost (2nd Spine)	$7,101,478	$56,468,934
PT Bus Stop Waiting Time Cost (1st Spine)	$966,333,829	$743,120,175
PT Bus Stop Waiting Time Cost (2nd Spine)	$11,094,385	$151,344,308
PT Operation Cost	$196,050	$195,412
Carbon Dioxide (4% of VOC)	$213,538,104	$211,861,110
Total Transport Costs	**$25,582,490,245**	**$24,609,524,057**
Tangible Benefits		
General Traffic Travel Time Costs	N/A	-$130,639,033
General Traffic Vehicle Operating Costs	N/A	$41,924,220
PT Travel Time Costs (1st Spine)	N/A	$383,832,274
PT Travel Time Costs (2nd Spine)	N/A	-$280,373,121
PT Reliability Cost (1st Spine)	N/A	$78,929,926
PT Reliability Cost (2nd Spine)	N/A	-$49,367,456
PT Bus Stop Waiting Time Cost (1st Spine)	N/A	$223,213,654
PT Bus Stop Waiting Time Cost (2nd Spine)	N/A	-$140,249,922
PT Operation Cost	N/A	$639
Carbon Dioxide (4% of VOC)	N/A	$1,676,994
Tangible Benefits (NPV)	**N/A**	**$128,948,174**
Tangible B/C Ratio	N/A	19.5

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5.4. Sensitivity Test

BCR Scenarios	Construction Costs	Current BCR: 2% discount rate for first 30 years, 1.5% for thereafter	Conservative BCR #1: 4%discount rate sensitivity test	Pessimistic BCR #2: 6% discount rate sensitivity test
10 year project life (Current cost)	$6.8M	**2.9**	1.7	0.5
40 year project life (current cost)	$6.8M	19.5	9.1	2.3
10 year project life (lower cost)	$5.4M (-20%)	3.6	2.1	0.7
40 year project life (lower cost)	$5.4M (-20%)	24.4	11.3	2.9
10 year project life (higher cost #1)	$8.1M (+20%)	2.4	1.4	0.4
40 year project life higher cost #1)	$8.1M (+20%)	16.2	7.5	1.9
10 year project life (higher cost #2)	$10.1M (+50%)	1.9	1.1	0.4
40 year project life higher cost #2)	$10.1M (+50%)	13.0	6.0	1.5

Under the Base BCR Assumptions ($6.6M Discounted Cost and 2% Discounting Rate with 10 years project life):

- With the inclusion of the $2 million discounted maintenance cost, the BCR adjusts to 2.2.
- With the inclusion of an assumed 5% mode shift (i.e. vehicle demand reduced by 5%), the BCR adjusts to **13.6**

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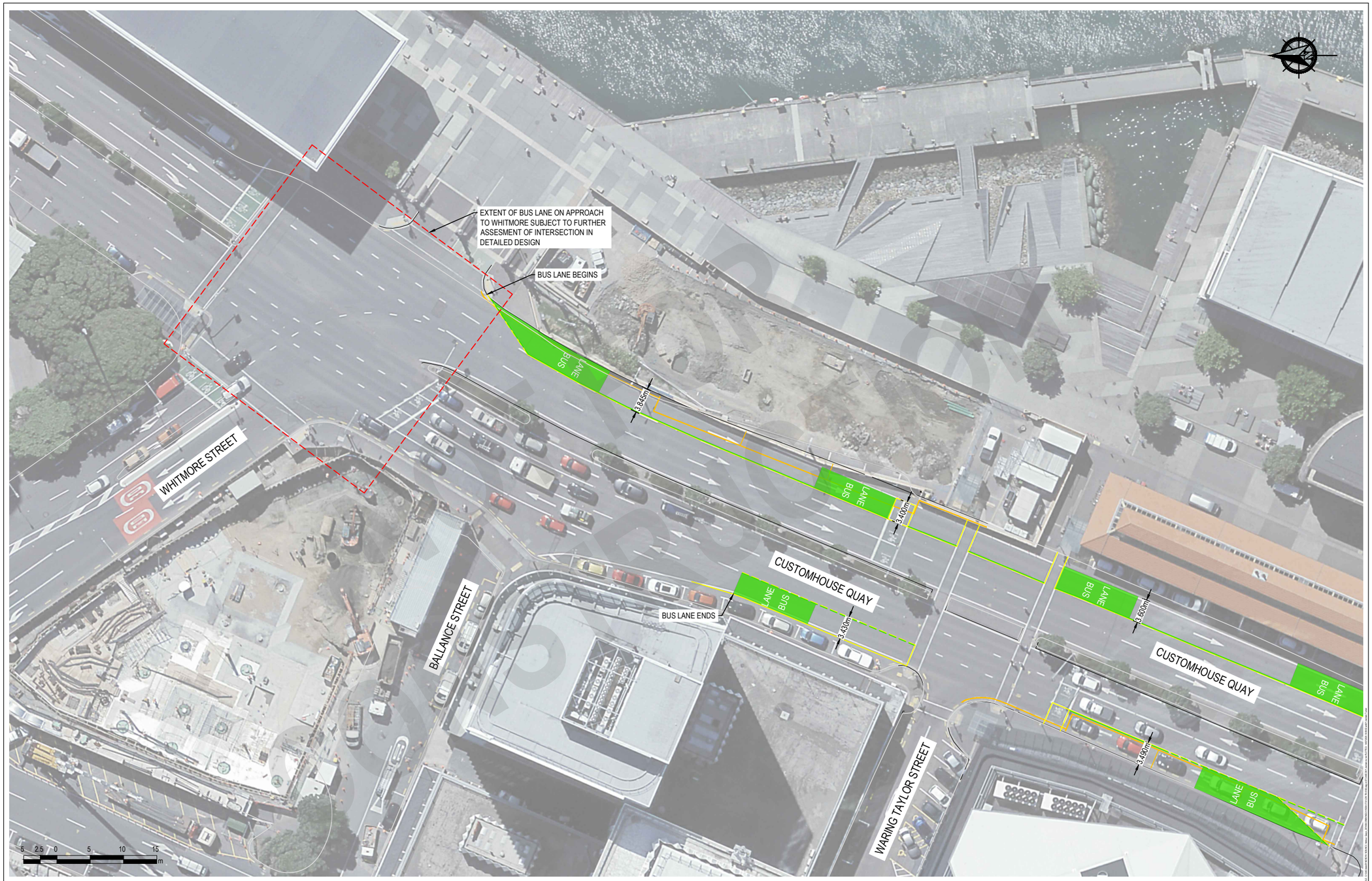
Appendix G: Bus Lane Concept Plans



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DATE	.		
APPROVED	AJB	SIGNED	.
DATE	.		

REV.	DATE	REVISION DETAILS	BY	APP.
P01	03.07.25	FOR INFORMATION	JMT	.

CLIENT: Absolutely Positively Wellington City Council Me Heke Ki Pōneke

PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 1 OF 10

STATUS: FOR INFORMATION
NOT FOR CONSTRUCTION

SCALE: 1:500

SHEET SIZE: A3

PROJECT NO.	ORIGIN.	TASK	TYPE	DISC.	SHEET NO.	REV.
V-1639	VIT	01	SK	TR	6101	P01

LEGEND

- SURVEYED KERB INVERT
- GIS KERB INVERT
- BUS LANE CONTINUITY LINE
- BUS LANE CONTINUOUS LINE
- CONTINUITY LANE LINE
- CONTINUOUS LANE LINE
- BUS STOP LINE MARKING

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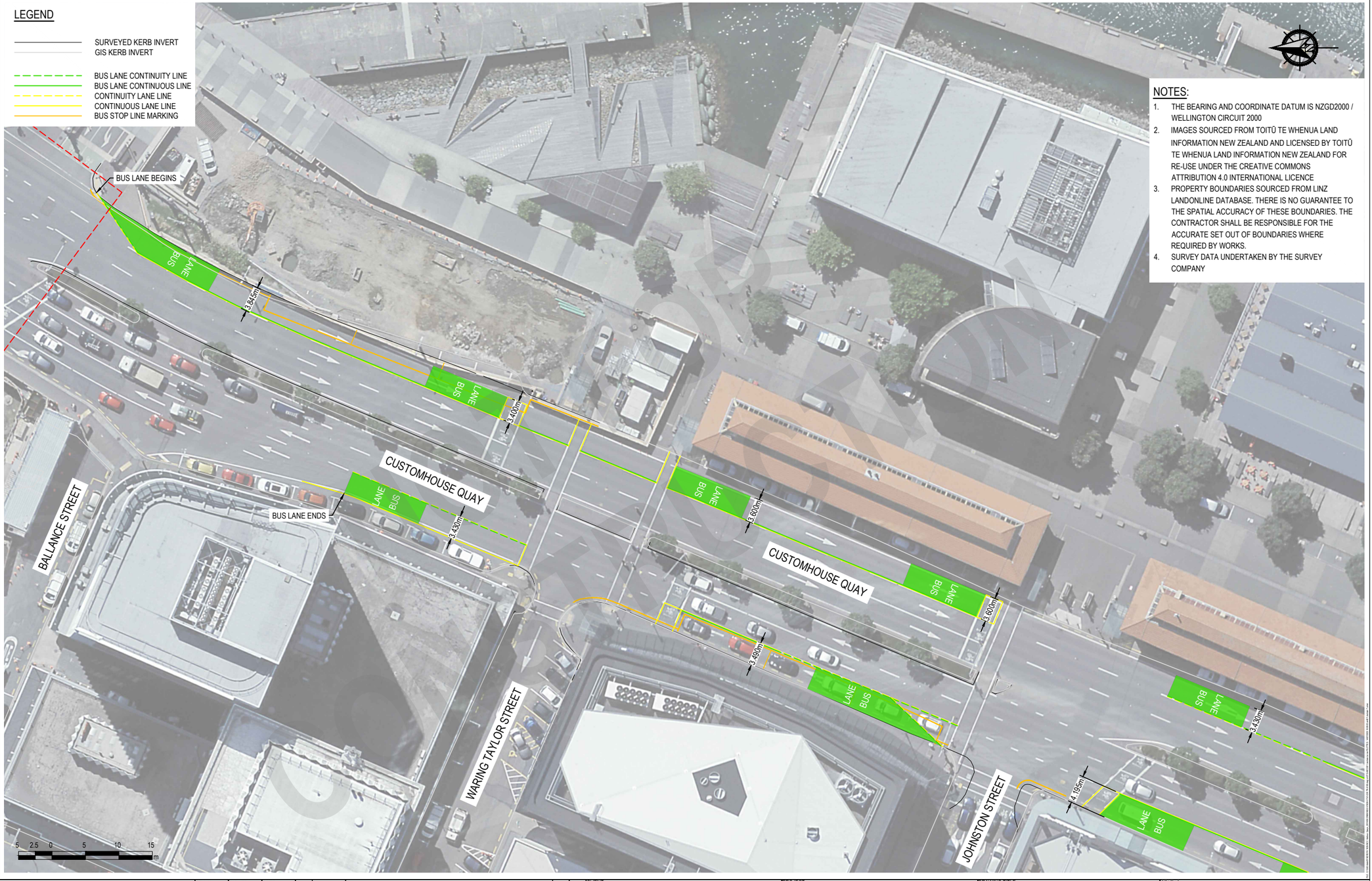

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CLIENT: Absolutely Positively Wellington City Council Me Heke Ki Pōneke

PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

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SHEET SIZE: A3

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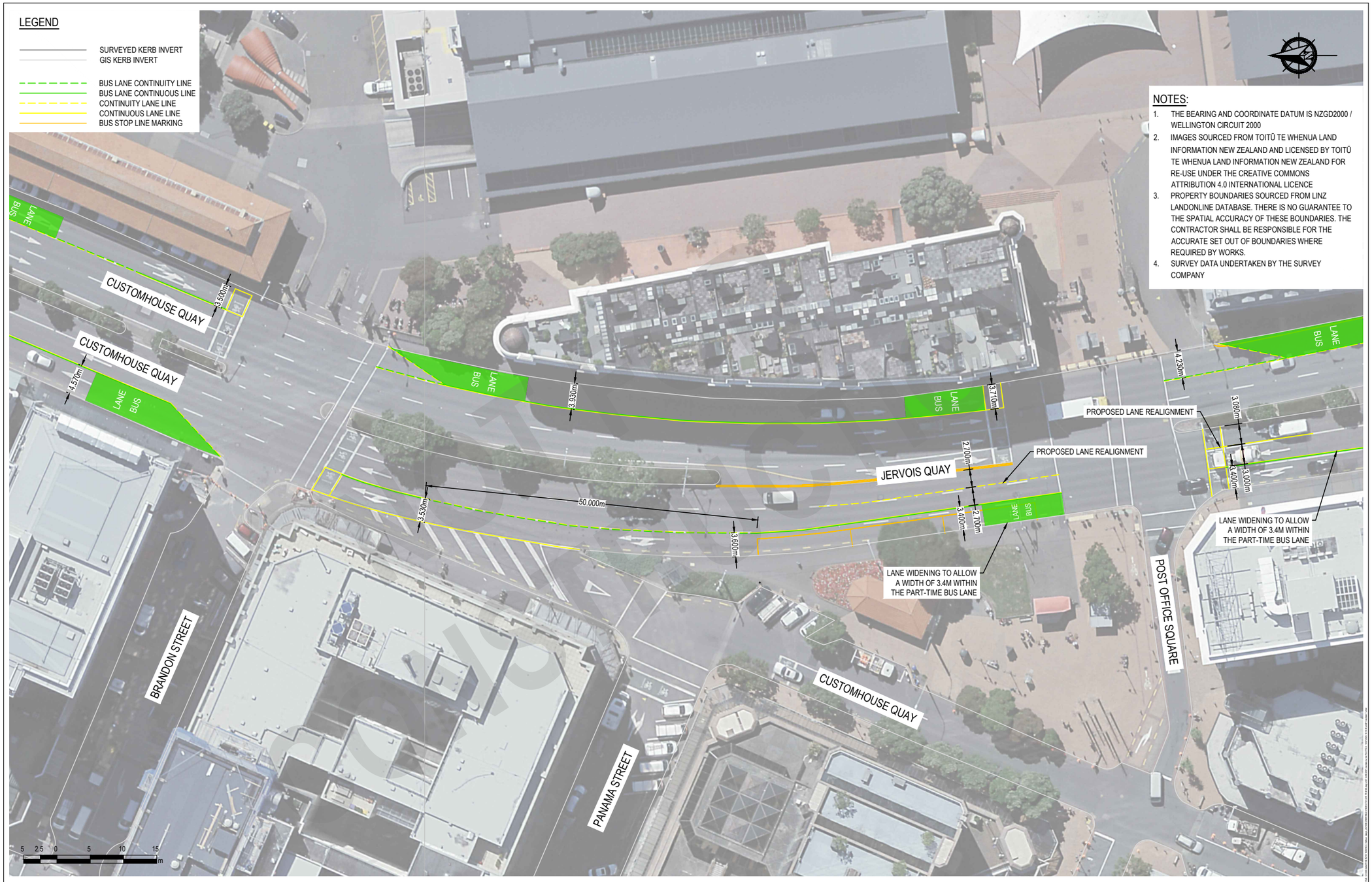

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CLIENT: Absolutely Positively Wellington City Council, Me Heke Ki Pōneke

PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 3 OF 10

STATUS: FOR INFORMATION — NOT FOR CONSTRUCTION

SCALE: 1:500 | SHEET SIZE: A3

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- GIS KERB INVERT
- BUS LANE CONTINUITY LINE
- BUS LANE CONTINUOUS LINE
- CONTINUITY LANE LINE
- CONTINUOUS LANE LINE
- BUS STOP LINE MARKING

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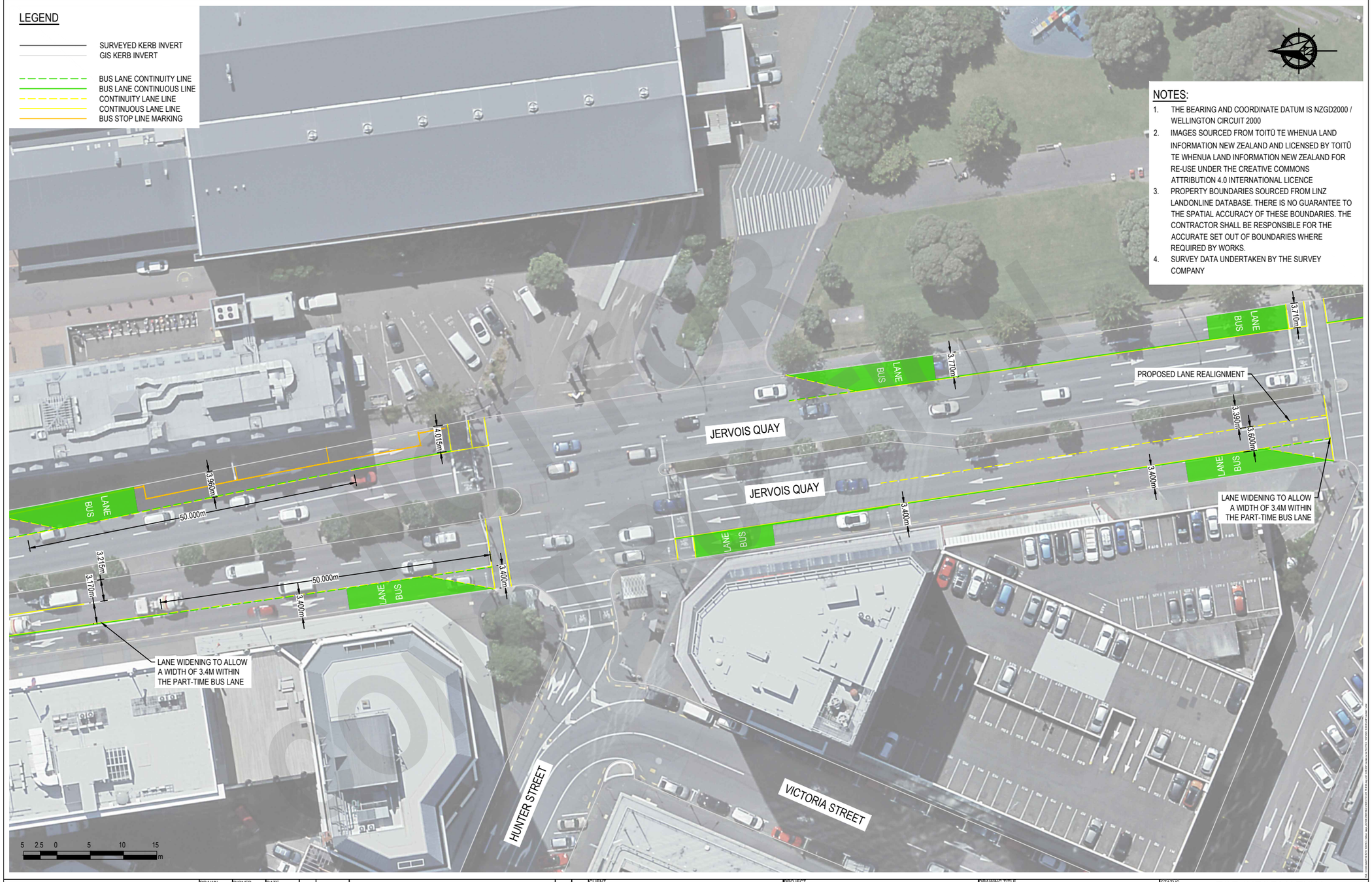

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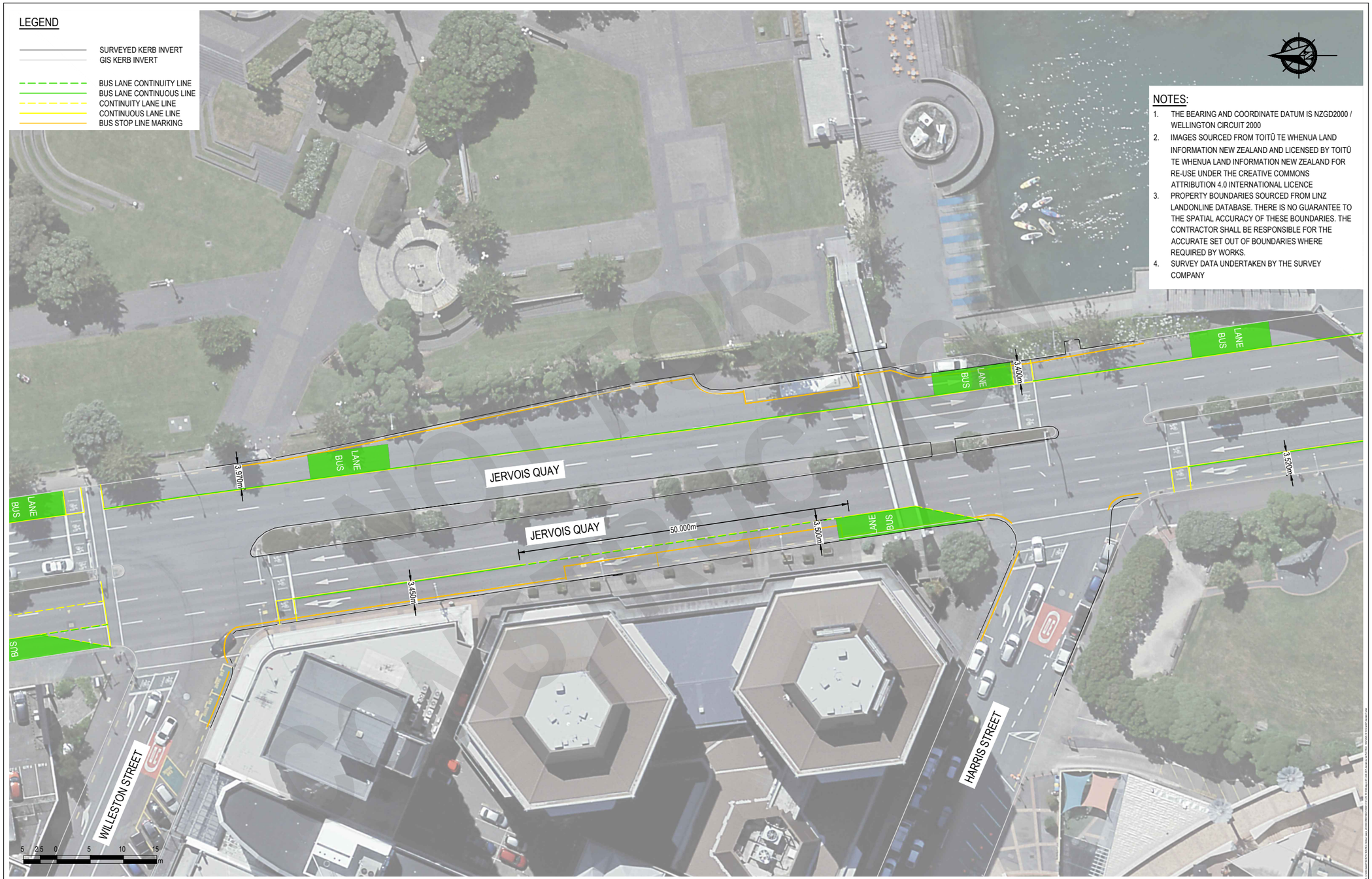

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DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 5 OF 10

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SCALE	SHEET SIZE
1:500	A3

PROJECT NO.	ORIGIN.	TASK	TYPE	DISC.	SHEET NO.	REV.
V-1639	VIT	01	SK	TR	6105	P01

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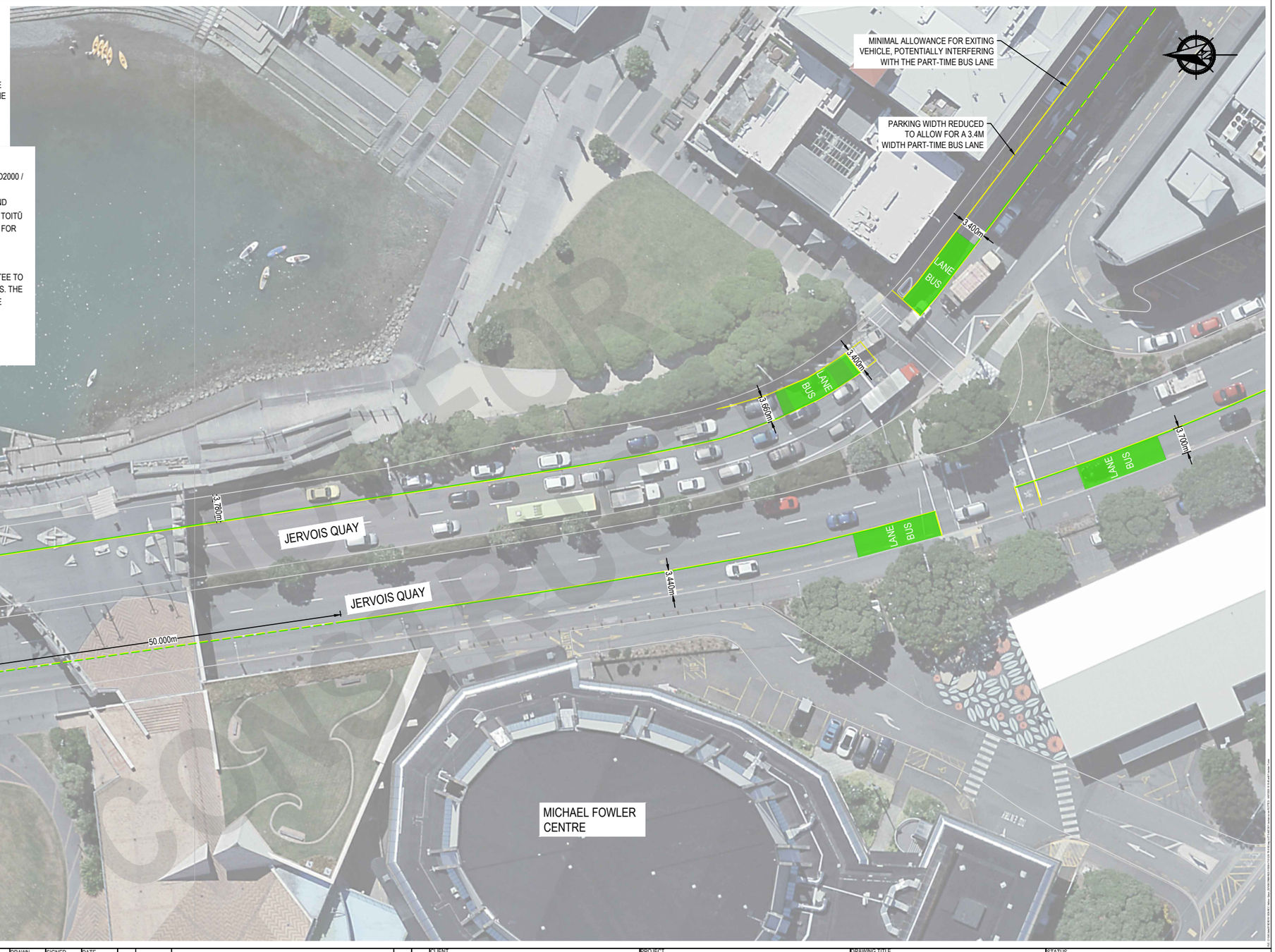
4. SURVEY DATA UNDERTAKEN BY THE SURVEY COMPANY



Vitruvius

	DRAWN	SIGNED	DATE
	JMT	JMT	03.07.25
	DESIGNED	SIGNED	DATE
	JMT	JMT	03.07.25
	VERIFIED	SIGNED	DATE
	RFS	.	.
	APPROVED	SIGNED	DATE
	AJB	.	.

REV.	DATE	REVISION DETAILS	BY	APP.
P01	03.07.25	FOR INFORMATION	JMT	.

CLIENT: Absolutely Positively Wellington City Council Me Heke Ki Pōneke

PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 6 OF 10

STATUS: FOR INFORMATION — NOT FOR CONSTRUCTION

SCALE: 1:500 | SHEET SIZE: A3

PROJECT NO.	ORIGIN.	TASK	TYPE	DISC.	SHEET NO.	REV.
V-1639	VIT	01	SK	TR	6106	P01

NOTES:

1. THE BEARING AND COORDINATE DATUM IS NZGD2000 / WELLINGTON CIRCUIT 2000
2. IMAGES SOURCED FROM TOITŪ TE WHENUA LAND INFORMATION NEW ZEALAND AND LICENSED BY TOITŪ TE WHENUA LAND INFORMATION NEW ZEALAND FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 INTERNATIONAL LICENCE
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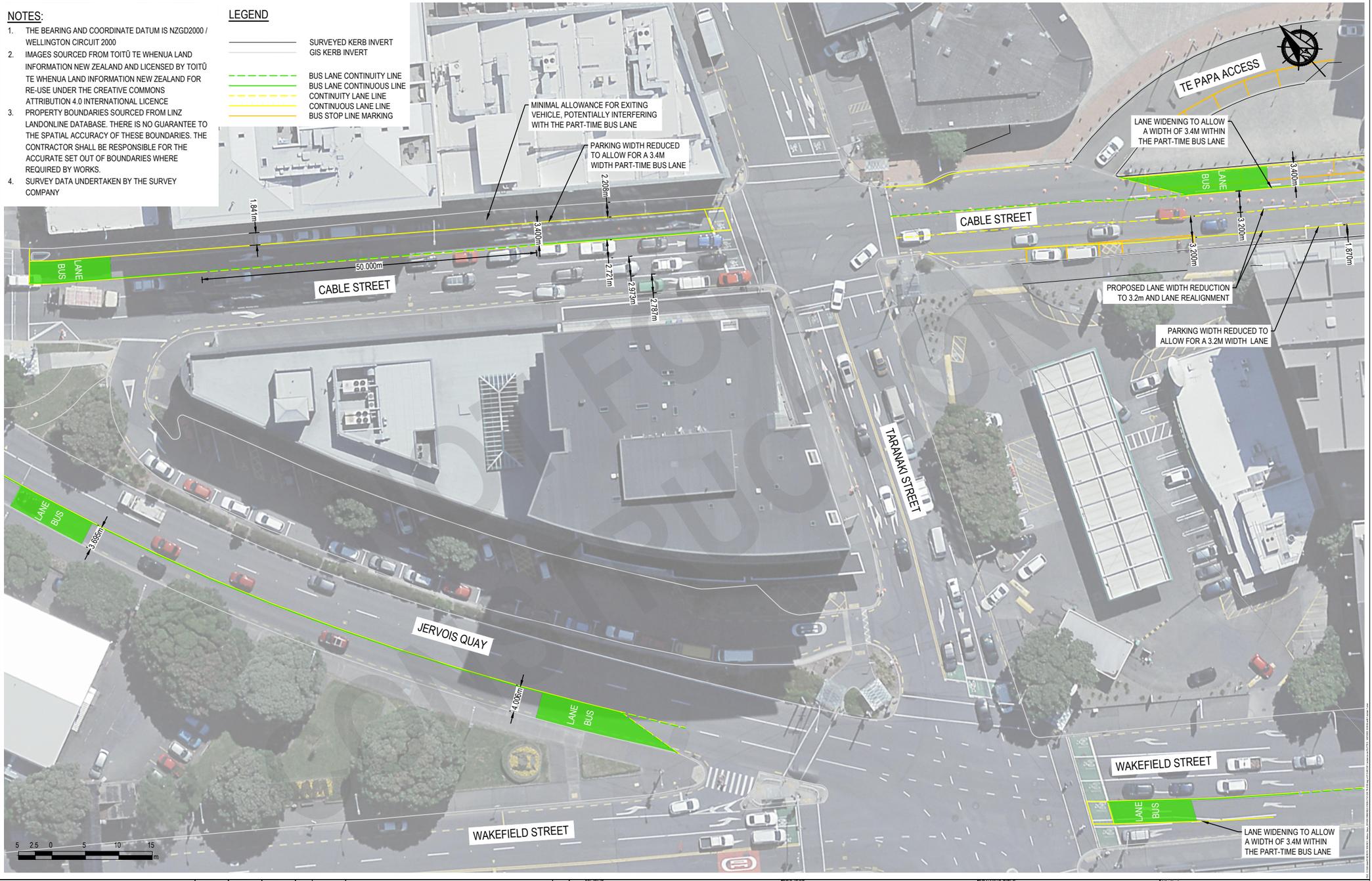
4. SURVEY DATA UNDERTAKEN BY THE SURVEY COMPANY

LEGEND

- SURVEYED KERB INVERT
- GIS KERB INVERT
- BUS LANE CONTINUITY LINE
- BUS LANE CONTINUOUS LINE
- CONTINUITY LANE LINE
- CONTINUOUS LANE LINE
- BUS STOP LINE MARKING



Vitruvius	DRAWN JMT	SIGNED JMT	DATE 03.07.25	P01	03.07.25	FOR INFORMATION	JMT	
	DESIGNED JMT	SIGNED JMT	DATE 03.07.25	REV.	DATE	REVISION DETAILS	BY	APP.
	VERIFIED RFS	SIGNED .	DATE .					
	APPROVED AJB	SIGNED .	DATE .					

CLIENT: Absolutely Positively Wellington City Council, Me Heke Ki Pōneke

PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 7 OF 10

STATUS: FOR INFORMATION — NOT FOR CONSTRUCTION

SCALE: 1:500 | SHEET SIZE: A3

PROJECT NO.	ORIGIN.	TASK	TYPE	DISC.	SHEET NO.	REV.
V-1639	VIT	01	SK	TR	6107	P01

LEGEND

- SURVEYED KERB INVERT
- GIS KERB INVERT
- BUS LANE CONTINUITY LINE
- BUS LANE CONTINUOUS LINE
- CONTINUITY LANE LINE
- CONTINUOUS LANE LINE
- BUS STOP LINE MARKING

NOTES:

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NOT FOR CONSTRUCTION

TE PAPA MUSEUM

TE PAPA ACCESS

CABLE STREET

TORY STREET

POTENTIAL ISSUES WITH EXISTING POHUTAKAWA TREES INTERFERING WITH PART-TIME BUS LANE

POTENTIAL ISSUES WITH EXISTING POHUTAKAWA TREES INTERFERING WITH PART-TIME BUS LANE

POTENTIAL ISSUES WITH EXISTING POHUTAKAWA TREES INTERFERING WITH PART-TIME BUS LANE

LANE WIDENING AROUND THE CORNER FOR ADDED BUS MANEUVERABILITY

LANE WIDENING TO ALLOW A WIDTH OF 3.4M WITHIN THE PART-TIME BUS LANE

BUS LANE

3.400m

3.200m

3.200m

3.400m

50.000m

3.200m

3.710m

BUS LANE ENDS

BROKEN ROAD LINES TO ALLOW EXIT FROM TE PAPA ACCESS TO VEHICLE LANE

PARKING WIDTH REDUCED TO ALLOW FOR PROPOSED LANE WIDTH AND ALIGNMENT

PROPOSED LANE WIDTH REDUCTION TO 3.2m AND LANE REALIGNMENT

5 2.5 0 5 10 15 m

Vitruvius

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DATE	03.07.25		
VERIFIED	RFS	SIGNED	.
DATE	.		
APPROVED	AJB	SIGNED	.
DATE	.		

REV.	DATE	REVISION DETAILS	BY	APP.
P01	03.07.25	FOR INFORMATION	JMT	.

CLIENT: Absolutely Positively Wellington City Council Me Heke Ki Pōneke

PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

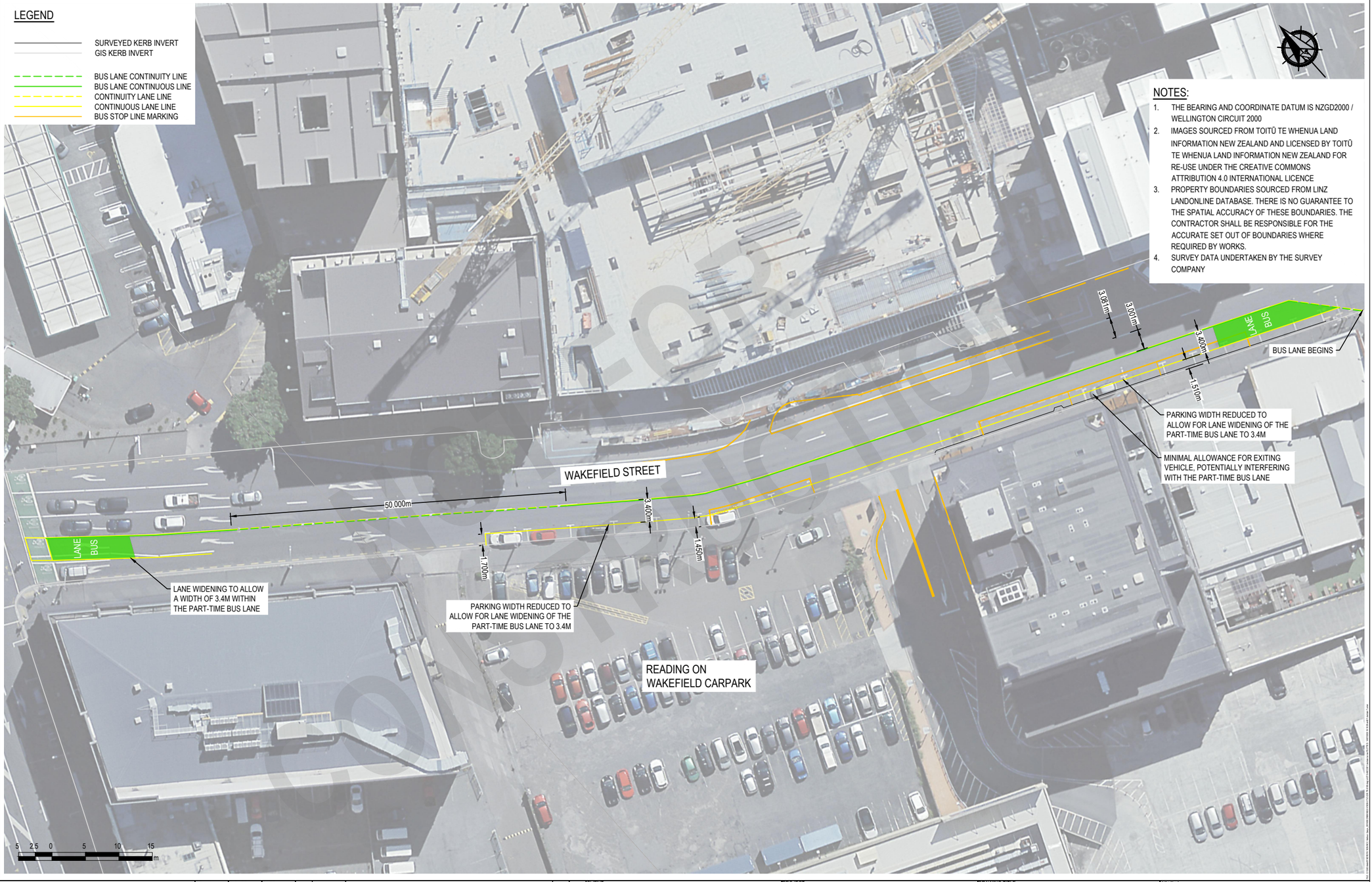
DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 8 OF 10

STATUS: FOR INFORMATION
NOT FOR CONSTRUCTION

SCALE: 1:500

SHEET SIZE: A3

PROJECT NO.	ORIGIN.	TASK	TYPE	DISC.	SHEET NO.	REV.
V-1639	VIT	01	SK	TR	6108	P01



Vitruvius

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DESIGNED JMT	SIGNED JMT	DATE 03.07.25	REV.	DATE	REVISION DETAILS	BY APP.
VERIFIED RFS	SIGNED .	DATE .				
APPROVED AJB	SIGNED .	DATE .				

CLIENT: Absolutely Positively Wellington City Council, Me Heke Ki Pōneke

PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 9 OF 10

STATUS: FOR INFORMATION — NOT FOR CONSTRUCTION

SCALE: 1:500 | SHEET SIZE: A3

PROJECT NO.	ORIGIN.	TASK	TYPE	DISC.	SHEET NO.	REV.
V-1639	VIT	01	SK	TR	6109	P01

LEGEND

- SURVEYED KERB INVERT
- GIS KERB INVERT
- BUS LANE CONTINUITY LINE
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CLIENT: Absolutely Positively Wellington City Council Me Heke Ki Pōneke

PROJECT: WCC HARBOUR QUAYS PART-TIME BUS LANES

DRAWING TITLE: HARBOUR QUAYS PART-TIME BUS LANES TRANSPORT PLAN SHEET 10 OF 10

STATUS: FOR INFORMATION
NOT FOR CONSTRUCTION

SCALE: 1:500

SHEET SIZE: A3

PROJECT NO.	ORIGIN.	TASK	TYPE	DISC.	SHEET NO.	REV.
V-1639	VIT	01	SK	TR	6110	P01

Appendix H: Bus Service Profile

To:	**Liam Hodgetts (SRO), WCC/GWRC Joint Steering Group**	From:	David Boyd *Customer Experience Manager, Metlink* Alex Campbell *Principal Advisor Network Design, Metlink*
		Date:	23/05/2025
Purpose:	*Decision Required*		
Distribution:	WCC/GWRC Joint Steering Group Harbour Quays Project Team	Attachments	-

Bus Services Decision

#	Decision Type	Description	Decision	Signature
1.	APPROVAL	Proceed with Metlink's recommendation for the phased introduction of bus services operating on the Harbour Quays, starting with **Option 1B: Run Express and Brandon Street services and (subject to cost) an all day harbour-side service along the Harbour Quays**	APPROVED / NOT APPROVED	

Summary

1. The adopted designs for the Golden Mile have a modelled optimal capacity to accommodate a maximum of 80 buses per hour in the peak and 50 buses per hour off-peak. The designs also require the closure of access for current bus services from Brandon Street into Lambton Quay.
2. Current peak bus flows on the Golden Mile are around 100 buses per hour resulting in delays and travel time variability.
3. The Greater Wellington LTP patronage projection for 2034 is for a requirement up to 135 buses per hour to meet peak demand along the Golden Mile at which point buses will be averaging 3-6 km per hour. The severe congestion and travel time variability will make bus travel an unviable option for many commuters.
4. Beyond 130 buses per hour modelling indicates that buses would queue beyond the Golden Mile onto Bowen Street, Lambton Interchange, Thorndon Quay and Cambridge Terrace.
5. To accommodate this increase in demand a second bus corridor is required through the central city. The Harbour Quays (from Customhouse Quay through to Cable and Wakefield Streets) is the only viable alternative route to operate buses at volume.

6. Harbour Quays is an opportunity to provide customers with faster and more reliable bus journeys. It will improve access to popular destinations along Wellington's waterfront and provide capacity for more buses to accommodate patronage growth.
7. However, shifting customers away from the long-established bus stops along the Golden Mile will be a significant change that will cause significant unease for many customers.
8. In response, Metlink proposes a phased introduction of bus services along the Harbour Quays that seeks to capitalise on the opportunity for faster more reliable journeys and the operational benefits of optimal bus numbers on the Golden Mile, to minimise customer risks of moving to the Harbour Quays.

Recommendation

9. A phased approach is recommended for the utilization of the Harbour Quays corridor by Metlink bus services that:
   - Minimises customer transition risk.
   - Provides attractive benefits to customers, supporting the objectives for growing public transport access and mobility.
   - Can be supported with infrastructure that is affordable within the current project budget.
   - Manages Golden Mile bus numbers within the optimal capacity of that corridor.
   - Accommodates bus services displaced by the planned closure of Brandon Street.

10. The recommended staged approach is shown in the following table.

Phase 1: 2027	Phase 2: 2028-34	Phase 3: Beyond 2034
Option 1B **Run Express and Brandon Street services, and an all day harbour-side service along the Harbour Quays** Up to 23% of PM peak and 12% of weekly patronage moves to Harbour Quays Faster peak journeys All-day, 7-day-a-week access to waterfront attractions Stop infrastructure requirements within current budget.	**Option 2** **Run Express, Brandon Street services, all peak-only and regional services along the Harbour Quays** Up to 28% of PM peak and 22% of weekly patronage moves to Harbour Quays Faster peak and long regional journeys Stop infrastructure requirements require additional investment to provide adequate shelter.	**Option 3** **Run East-West services and regional services along the Harbour Quays** Up to 60% of PM peak and 59% of weekly patronage moves to Harbour Quays Faster central city journeys over-all Stop infrastructure requirements require significant additional investment to provide shelter. Transitional step toward future mass rapid transit.

Background

The Golden Mile will soon reach the limit for optimal bus service operations

11. The adopted designs for the Golden Mile have a modelled optimal capacity to accommodate a maximum of 80 buses per hour in the peak and 50 buses per hour off-peak. The designs also close access from Brandon Street into Lambton Quay and affected services will have to stop elsewhere in the central city.
12. Opportunity to increase capacity on the Golden Mile to accommodate these future bus flows without compromising other city traffic movements and pedestrian crossing opportunities is highly limited by key bottlenecks such as Willis Street and the available green time at traffic signals.
13. Current peak flows on the Golden Mile are around 100 buses per hour resulting in some delays and travel time variability. The Greater Wellington LTP projection of future patronage growth will require around 135 buses per hour in the peak to meet customer demand by 2034.
14. Modelling indicates the Golden Mile is physically limited to around 130 buses per hour. At this point buses will be averaging 3-6 km per hour with severe congestion, platooning of buses and resulting delay and travel time variability with peak journeys taking up to 28 minutes to travel the 2km of the Golden Mile, making bus travel unviable for many customers. Beyond 130 buses per hour modelling indicates that buses would queue back beyond the Golden Mile onto Bowen Street, Lambton Interchange, Thorndon Quay and Cambridge Terrace.
15. To accommodate anticipated bus patronage growth a second bus corridor is required through the central city. The narrow nature of the central city and many of the roads that travel through it, make the Harbour Quays (from Customhouse Quay through to Cable and Wakefield Streets) the only alternative viable route to operate buses at volume.

Harbour Quays considerations

16. The wide streets and close proximity to the Golden Mile and waterfront attractions present opportunities for establishing a popular additional central city bus route.
17. However, this needs to be carefully considered in the context of a customer-base for central city bus services that has proven to be highly sensitive to change. Any change to long-established travel routines needs to be supported with reassurance that the change will at least provide the same level of convenience and comfort and ideally offer an improvement in service. Without this there is a risk of a public backlash and reputational damage.
18. Metlink has undertaken focus groups with central city bus customers and with its citizen panel, the Public Transport Advisory Group, to understand sensitivities associated with moving services to the Harbour Quays. These provided clear insights about what would need to be considered to make the Harbour Quays an attractive alternative:
    - The Harbour Quays would be an attractive alternative to the Golden Mile if it enabled faster bus journeys, especially at peak times.
    - Provide a high quality of shelter and amenity to, from and at bus stops to counter perceptions that the Harbour Quays is exposed to the elements.
    - Ensure there is safe and easy access to bus stops to mitigate concerns about busy traffic conditions on the Harbour Quays.
    - The Harbour Quays is an opportunity to improve access to popular waterfront attractions, Te Papa and Tākina.

19. Customer support for the change is vital and is a key consideration guiding recommendations for how bus services operate along the Harbour Quays.
20. Modelling has subsequently supported the case for the Harbour Quays enabling faster bus journeys. A time saving of between 5 to 7 minutes is a significant benefit for customers.
21. However, a key constraint is the budget available to provide high-quality shelter. The existing budget limits the size of shelter that can be provided and the number of customers that can be adequately sheltered on the more exposed Harbour Quays route.

Impacts on the wider central city bus network

22. The benefits of minimising bus congestion on the Golden Mile have been clearly established and result in both an improved customer experience and operational efficiencies.
23. A Harbour Quays route also opens new opportunities for the bus network, such as potentially providing a service along Aotea Quay to the Interisland ferry terminal and cruise ships.
24. Operationally 50 to 80 buses per hour is optimal for the Golden Mile. From an urban design perspective 60 buses per hour over-all is desirable.
25. Anything below 50 buses per hour risks undermining the vitality on the Golden Mile, and the critical city circulation role the Golden Mile plays for short trips between Courtenay Place and Wellington Station.
26. Our analysis of customer preferences and the choices they might make between using the Golden Mile and Harbour Quays assumes:
    a. Passengers from Zone 3 and beyond will be attracted to using the Harbour Quays by faster end-to-end journey times.
    b. Passengers travelling from Zones 2 and 1 will benefit less from the end-to-end time savings offered by the Harbour Quays and most will continue to opt for the Golden Mile. Because express services only stop at a limited number of stops in Zone 2, these passengers are also less likely to use the Harbour Quays services.
    c. Some peak travellers from beyond Zone 2 will also prefer the proximity of Golden Mile services.
27. Passenger choice may also be dictated by proximity to their destination and daily weather and traffic conditions. For these reasons there is value in providing customers a choice to travel down either corridor.

Harbour Quays Bus Services Options Assessment

28. Five options have been developed based on the preferred T02 design for the Harbour Quays route. The options cover a spectrum from a do minimum approach through to complete reorientation of the bus network.
    - **Option 1A: Express + Brandon St services**
    - **Option 1B: Express + Brandon St services + an all-day harbour-side service**
    - **Option 2: Express + Brandon Street + Peak Only services + Regional buses**
    - **Option 3: East-West services + Regional services**
    - **Option 4: North-South services + Regional services**

29. The options are scenarios based on existing services, their bus requirements and patronage. The assessment of stop patronage was modelled on 2024 bus patronage. The final service design for each option would consider more detail, including opportunities for network improvement.
30. Forecasts for future bus requirements are based on GWRC's 2025 LTP modelling. The assessment assumes a project budget cap of $10 million for roading and bus stop infrastructure. **The five scenarios have been assessed against the following criteria:**

Faster bus journey times	*This is the primary value proposition for customers. It also benefits the operational efficiency of the bus network by increasing the availability of buses. As well as benefits for Harbour Quays, the reduction of bus congestion will also improve Golden Mile journey times.*
Customer ease of access and comfort getting to and waiting at stops	*This is the primary risk for customers. Poor access and comfort will be a barrier to encouraging a change in long established travel routines.*
Alignment and connections with the wider public transport network	*The Harbour Quays significantly improves public transport to the waterfront, however seamless links to the wider bus network (Wellington Railway Station, roads leading into the north-south and east-west axis of core bus routes) need to be maintained. From a customer perspective, a 'legible' network makes journey planning easier.*
Choice and access to destinations in the central city by bus	*As with network alignment, waterfront access will be improved however, customers will expect to retain easy access to the Golden Mile and Welington Station. Providing a choice of services will enable this.*
Golden Mile bus capacity	*There is a balance between avoiding the impacts of bus congestion for customers and operations, and the impact that too few buses on the Golden Mile might have on the vitality of the area.*
Affordability of required shelter within the budget (c.$10m).	*A key constraint is that the current budget limits the scale of stop infrastructure to meeting the demand of approximately 25% of current Golden Mile peak patronage at the busiest stops.*

Additional to these criteria, an MCA has also factored in **urban design criteria, including noise and emissions from buses, visual impacts of buses and pedestrian congestion.**	*The impact of large numbers of buses using a single corridor on the attractiveness of central city environment for the public needs to be considered.*

Summary of options and their assessment

Option 1A: Express + Brandon St services	
• ***Existing express services (30x, 31x, 32x, 38x, HX, AX)*** • ***Peak only services stopping at Brandon St (13, 26, 33, 34, 37) become express services.***	
Faster bus journey times	Yes: **Faster peak services; Supports the 'Express' proposition**
Customer ease of access and comfort getting to and waiting at stops	Yes: **Budget allows for adequate shelter at stops**
Choice and access to destinations in the central city by bus	Yes: **Including improved access to conference facilities and some hotels for the Airport Express (AX); Choice of Golden Mile access provided by standard services.**
Alignment and connections with the wider public transport network	Yes: **Especially current express and Brandon St services**
Impact on Golden Mile bus capacity	**19%** of peak patronage moved to Harbour Quays 2026: **81** maximum peak buses 2034: **102** maximum peak buses

Option 1B: Express + Brandon St services + an all-day harbour-side service	
• Existing express services (30x, 31x, 32x, 38x, HX, AX) • Peak only services stopping at Brandon St (13, 26, 33, 34, 37) become express services. • ***All day harbour-side service (potentially route 24 or 83)***	
Faster bus journey times	Yes: Faster peak services; Supports the 'Express' proposition
Customer ease of access and comfort getting to and waiting at stops	Yes: Budget allows for adequate shelter at stops
Choice and access to destinations in the central city by bus	Yes: Including 7 day a week all-day access to waterfront attractions and; Improved access to conference facilities and some hotels for the Airport Express (AX); ***Choice of Golden Mile access provided by standard services, except for Eastbourne customers.***
Alignment and connections with the wider public transport network	Yes: Especially current express and Brandon St services; ***Opportunity to realign some regional services along more efficient routes (such as Aotea Quay)***
Impact on Golden Mile bus capacity	**23%** of peak patronage moved to Harbour Quays 2026: **76** maximum peak buses 2034: **97** maximum peak buses

Option 2: Express + Brandon Street + Peak Only services + Regional services	
• Existing express services (30x, 31x, 32x, 38x, HX, AX) • Peak only services stopping at Brandon St (13, 26, 33, 34, 37) become express services • ***All peak only (35, 36, 39, 56, 57, 58, 60e, 81, 84) and regional services (83) become express services***	
Faster bus journey times	**Yes:** Faster peak services; Supports the 'Express' proposition, ***especially for longer 3 zone plus journeys; Eases peak Golden Mile congestion.***
Customer ease of access and comfort getting to and waiting at stops	**Marginal:** Busiest stops may struggle to shelter waiting customers with existing budget
Choice and access to destinations in the central city by bus	**Yes:** ***Including 7 day a week all-day access to waterfront attractions*** and; Improved access to conference facilities and some hotels for the Airport Express (AX); choice of Golden Mile access provided by standard services.
Alignment and connections with the wider public transport network	**Yes:** Especially current express and Brandon St services; Opportunity to realign some regional services along more efficient routes (such as Aotea Quay)
Impact on Golden Mile bus capacity	**32%** of peak patronage moved to Harbour Quays 2026: **65** maximum peak buses/hour 2034: **81** maximum peak buses /hour

Option 3: East-West services + Regional services	
• ***East-West services (2, 4, 13, 14, 24, 30x, 31x, 33, 34, 35, 36, 38x, AX)*** • Regional services from outside Wellington City (60e, 81, 83, 84) become express services	
Faster bus journey times	**Yes:** ***Faster services for east-west services, most existing express services and regional services; Eases congestion on the Golden Mile for faster journeys.***
Customer ease of access and comfort getting to and waiting at stops	**No:** ***Current budget does not allow for stop shelter required for patronage.***
Choice and access to destinations in the central city by bus	**No:** ***Prevents choice of direct access to the Golden Mile for east-west bus passengers.***
Alignment and connections with the wider public transport network	**Yes:** ***Retains good connections with current east-west routes; Provides an opportunity to link to a future bus priority route to the eastern suburbs***
Impact on Golden Mile bus capacity	**60%** of peak patronage moved to Harbour Quays 2026: **55** maximum peak buses/hour 2034: **71** maximum peak buses/hour ***But off-peak down to 28-36 buses/hour***

Option 4: North-South services + Regional services	
• ***North-South services (1, 3, 23, 26, 52, 55, 39, 56, 57, 58, HX)*** • Regional services from outside Wellington City (60e, 81, 83, 84) become express services • Airport Express (AX)	
Faster bus journey times	**Yes:** ***Faster services for north-south services, most existing express services and regional services;*** Eases congestion on the Golden Mile for faster journeys.
Customer ease of access and comfort getting to and waiting at stops	**No:** Current budget does not allow for stop shelter required for patronage.
Choice and access to destinations in the central city by bus	**No:** Prevents choice of direct access to the Golden Mile for north-south bus passengers
Alignment and connections with the wider public transport network	**Yes:** ***Prevents access to Wellington Station from the Golden Mile.***
Impact on Golden Mile bus capacity	**43%** of peak patronage moved to Harbour Quays 2026: **74** maximum peak buses/hour 2034: **95** maximum peak buses/hour ***But off-peak down to 29-30 buses/hour***

Options Analysis

31. **The analysis supports a transitional strategy to migrate services and customers to the Harbour Quays, starting with a minimum viable option of 1B. This enables a shift to the Harbour Quays with the minimum of customer risk, within the current available budget for infrastructure.**
32. The primary proposition is faster bus journeys. This can be immediately provided by rerouting existing Express services along the Harbour Quays (Option 1A and 1B). Brandon Street terminating services would be extended along Harbour Quays and also become Express services, improving their reach into the city.
33. Beyond this, Option 2 may not provide sufficient shelter within the budget at the busiest stops, presenting a customer risk.
34. Options 3 and 4 would require a significantly greater level of bus stop shelter and investment.
35. As well as express services, there is an opportunity (subject to cost) within Option 1B to introduce one all-day, 7-day-a-week service to provide access to popular waterfront attractions.
36. Once Option 1B is established, a low risk incremental approach of introducing all peak services and regional services from outside of Wellington City (Option 2) could be introduced in a staged manner as demand increases and infrastructure investment is available.
37. In the short to medium term any move to shift one axis of the Wellington City bus network (Option 3: East-West, or Option 4: North-South) to the Harbour Quays is not viable.
38. The change would be a significant shift for customers and risk creating the perception of ‘winners and losers’. It would require a level of stop shelter significantly greater than that currently budgeted for.
39. It would also lower bus volumes along the Golden Mile well below the desired level of 50 to 80 buses/hour required to maintain vitality on the GM and support the central city circulation function of the Golden Mile. However, the projected increase in bus volumes beyond 2034 may make this option both feasible and desirable in the longer term.
40. Option 3 (East-West axis) would be the best long-term solution for shifting one axis of the network to the Harbour Quays, because of its alignment with roads to the western suburbs. It also aligns with the strategy to introduce higher-capacity vehicles and ultimately establish some form of mass rapid transit through the city and to the eastern suburbs, where current modelling suggests the greatest demand for public transport services will be. It supports the legibility of the Golden Mile with all remaining buses on the Golden Mile providing direct access to Wellington Station.
41. Option 4 (North-South axis) is poorly aligned with the wider network. East-West services would occupy the Golden MIle but would not connect with Wellington Railways Station, severing a key connection. If this option was a future consideration, for instance for some form of mass rapid transit, the Wellington City bus network would need to be realigned to ensure good connections remained.

Appendix I: Harbour Quays Benefits Plan

Table 1: Benefits and early indicators of benefits realisation (bus passengers, the public in the Wellington region, public transport operators – PTOs, businesses and employers are expected beneficiaries)

NB. Construction start is expected in mid-2026 – allowing ~6 months for completion.

High-level identified benefits	Investment-level key performance indicator (KPI)	Baseline	End target	Measurement	Benefit start and end date	Benefit owner
B1: Bus travel time and reliability improvements for bus passengers	Average travel times for buses on both corridors (Harbour Quays and Golden Mile)	The operational speed can be as low as 8km/h during the peak hours (reference to Golden Mile). This is well below the international benchmark of 14km/h. NB. travel times can be calculated form speeds once combined with distances.	Reduced delays, and shorter journey times: The operational speed to target is a range between 10-20km/h.	The consultant's report (August 2024) provides **baseline** data and forecast modelling relating to setting the **target** measures. With NetBI, we will aggregate, store, and interrogate public transport data collected from a range of sources including real-time information, Snapper, and on-board announcement systems to monitor achievement of the target measure.	6 months after completion of Golden Mile Continuous monitoring on a quarterly basis generally compared against the same period the (performed by the Wellington Transport Analytics Unit of GWRC as part of RLTP).	Brad Singh, Manager T/I - WCC Tamsin Evans, Senior Manager, Network and Customer - GWRC
	Variability of average travel time for buses on	Variability of the bus service is more than 30% (along Golden Mile)	Reduction in bus travel time variability (percentile range)	The consultant's report (August 2024) provides **baseline** data for Golden Mile.	6 months after completion of Golden Mile	

High-level identified benefits	Investment-level key performance indicator (KPI)	Baseline	End target	Measurement	Benefit start and end date	Benefit owner
	both corridors[1]			Achievement of the **target** measure – as above GWRC's monitoring system to track travel time variability metrics	Continuous monitoring on a quarterly basis generally compared against the same period the (performed by the Wellington Transport Analytics Unit of GWRC as part of RLTP).	
	Satisfaction with travel time and reliability along Harbour Quays	Satisfaction with: a) Services being on time 74% b) Travel time 83%	Increased passenger satisfaction with: a) Improvements in services being on time b) Improvements in travel time	GWRC provided the baseline data (2014-2024 average except for 2019 and 2020, 2021-2023) using Metlink's annual passenger satisfaction survey (On-board Survey - Wellington City Bus Users) – considering the past 10 years.	6 months after completion of Golden Mile Specifically measured twice (for services along Harbour Quays), then continuously using the annual	

[1] Benefit 1/ KPI2 may become possible to measure in year 3 after the project is delivered, since Harbour Quays will serve as an alternative corridor (with similar congestion), while the Golden Mile will be closed. In other words, the simultaneous operation of two bus routes will result in positive changes.

High-level identified benefits	Investment-level key performance indicator (KPI)	Baseline	End target	Measurement	Benefit start and end date	Benefit owner
					passenger satisfaction survey	
B2: Increased peak bus capacity within the central city	Number of buses supported through both corridors	Up to 94 buses operate on the Golden Mile corridor during peak hours: the recommended volume of 80 buses along Golden Mile (single lane each direction) per hour is exceeded	Shift a greater number of buses through the central city (50-80 buses per hour on each corridor)	The consultant's report (August 2024) provides the **baseline** data. GWRC research on the number of buses will support the monitoring of achieving the **target** measure. Modelling by the GWRC Analytics Unit as needed. With NetBI, we will aggregate, store, and interrogate public transport data collected from a range of sources including real-time information, Snapper, and on-board announcement systems to monitor achievement of the target measure.	6 months after completion of Golden Mile Continuous monitoring on a quarterly basis generally compared against the same period the (performed by the Wellington Transport Analytics Unit of GWRC as part of RLTP).	Tamsin Evans, Senior Manager, Network and Customer - GWRC

High-level identified benefits	Investment-level key performance indicator (KPI)	Baseline	End target	Measurement	Benefit start and end date	Benefit owner
	Increased central city bus peak hour patronage	Volumes of people on buses (for Golden Mile) (TBE)	Increase of volume of people on buses	Baseline: Annual cordon surveys, and using the NetBI system reports (since 2022) Target: With NetBI, we will aggregate, store, and interrogate public transport data collected from a range of sources including real-time information, Snapper, and on-board announcement systems to monitor achievement of the target measure.	Seasonal variability considerations 1 year after the Golden Mile completion Continuous monitoring over the year that addresses the seasonal variability.	
B3: Improvements in the walking environment along the Harbour Quays route[2]	Pedestrian flow along and across the route at key locations	Baseline data on pedestrian counts to be established	Pedestrian volumes along and across route stable or enhanced	City Insights will provide data sources for the **baseline** once project location is confirmed as well as do the reporting. Potential additional sources of information:	6-12 months after the project is delivered considering seasonal difference	Brad Singh, Manager T/I - WCC

[2] The original benefit was revised due to several planned projects in the central city area, making it difficult to attribute the improved quality of the central city to this project.

High-level identified benefits	Investment-level key performance indicator (KPI)	Baseline	End target	Measurement	Benefit start and end date	Benefit owner
				a) LGWM Public Space, Public Life (GEHL) Study[3] b) Viva City Sensors[4] For the **target**, City Insights will provide additional analysis and reporting.		
	Walking safety (pedestrian crashes)	Traffic crashes involving pedestrians (TBE)	Gain and/or no degradation	CAS reporting of pedestrian crashes both for baseline and target[5].	Annual reporting for 3 years 1 year after completion of the project	

[3] This can provide additional useful insights.
[4] Only in certain locations, and these provide continuous monitoring information.
[5] The problem of small numbers may greatly limit the statistical significance of results, and attribution may become difficult.

Notes on benefits

- Data analysis and stakeholder engagement led to the acceptance of the following secondary benefit: 'Improved efficiency for bus operations'. This benefit is derived from shorter travel times and less variability in travel times for buses. As a result of faster journeys, the $ value of reduced costs to provide bus service will be realized by reducing driver hours and fewer peak buses. It was therefore decided not to monitor this benefit in order to avoid overestimating the service value.
- Due to costs and risks related to data quality, as well as the challenge of linking changes specifically to this project, addressing pedestrian safety perception in relation to Benefit 3 was deemed impractical.

Assumptions and notes regarding the benefits

- The benefits are expected to link to the improvements on Golden Mile.
- Regarding benefit 3 – the benefits realisation planning does not consider wayfinding for bus stops because it will be difficult to accomplish. In addition, there will be no changes to key connectors other than some potential signage to indicate where new stops will be located.
- Crime Prevention Through Environmental Design (CPTED) approach will be included in the planning processes from inception to post-construction as part of design quality assurance. As a result, site safety and accessibility audits are expected as part of the project's technical assessment.
- A report may be prepared to outline the following: Impact on businesses as post-project activity – economic spend.

Assumptions on disbenefits

- Loss of travel time reliability for cars and trucks has been identified as a disbenefit (impacts productivity) due to road lane re-allocation to buses – leading to negative consequences that would occur to the public in terms of productivity. We will need to monitor the impact of this change on the primary corridor, as well as on the primary alternative corridor, which is State Highway 1/ Karo Drive. Accordingly, the disbenefit would need to be included in the numerator of the B/C ratio; and assume changes to ongoing operating costs once the project is complete. impacts on productivity.
- Construction of the bus lane may negatively impact general traffic. Moreover, the ongoing constructions will increase the movement of large vehicles through the corridor, negatively impacting the environment.

Notes on expected procedures

- Business owners should work with project manager(s) to assist SRO in determining whether the benefits have been realized.
- In order to accept ownership of the plan, the business owner as measure owner must read this document and sign it or send an email confirmation to the project manager and to the SRO.
- If there are difficulties in realising benefits, the SRO should be notified, and as necessary, new strategies should be developed.

07 March 2025

Bus Stop Strategy
Harbour Quays Project

LocalGroup

Prepared for / **Wellington City Council and Greater Wellington Regional Council**

Project No. / **V1639**

Revision / 2

Greater Wellington
Te Pane Matua Taiao

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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		Signature
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[1] Comment, Review, Draft, Approval, Final, As Requested, Copies for Distribution

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1 Introduction

Wellington City Council, in conjunction with Greater Wellington Regional Council have partnered to deliver public transport improvements in Wellington City under the Rapid Transit Bus Programme. The Harbour Quays project is a central part of this programme and will establish an alternative north/south bus corridor through the central city to support and augment the existing Golden Mile corridor.

The Harbour Quays project will identify the route(s), stop locations and infrastructure required to establish this alternative bus corridor.

The project will identify an appropriate corridor that can accommodate up to 70 buses per hour under routine 'day to day' operations. In addition, the corridor may be used as a diversion route for some or all service using the Golden Mile, when the Golden Mile is closed for construction.

1.1 SCOPE OF THIS DOCUMENT

The scope of this report is to establish the rationale, approach and indicative locations of bus stops along the corridor(s). Specific stop locations will be further refined during the developed and detailed design process.

As the final corridor for the Harbour Quays project has yet to be confirmed, bus stop locations have been assessed for both corridors.

1.2 PURPOSE AND OBJECTIVES OF THE BUS STOP STRATEGY

The Bus Stop Strategy will identify the optimal location for bus stops along the corridors considered in the Harbour Quays project. The strategy identifies locations that are efficient, accessible and safe, that support and maximise patronage, minimize travel time and reliability disruption and enhance integration with the broader transport network and the urban form and function of Wellington's CBD.

The Harbour Quays bus corridor is intended to perform a secondary function to the primary bus corridor of the Golden Mile and will provide a second north south corridor through the central city.

The corridor will initially accommodate select routes currently terminating at Brandon Street, which will be closed as a result of changes to the Golden Mile.

Over time, as demand for services grow, the Harbour Quays is expected to accommodate additional services and routes as capacity for additional services on the Golden Mile is constrained.

1.3 CORRIDOR OPTIONS

The Harbour Quays project considered two corridors as candidates for a second public transport spine through the city:

- Route T01 is a split route with southbound and northbound routes using different routes to traverse the northern part of the CBD. Southbound, the route travels along Whitmore to Featherston, Hunter Street, Jervois Quay, Cable Street and Kent Terrace. Northbound, the route travels along Cambridge Terrace, to Wakefield Street, Jervois Quay, Customhouse Quay and Whitmore Street.
- Route T02 is a bidirectional route with southbound and northbound routes using the same corridor. Southbound, the route travels along Whitmore to Customhouse Quay, travels south along Jervois Quay and Cable Street to Kent Terrace. The Northbound route travels on the same corridor in the opposite direction.

The route options are illustrated in Figure 1 and Figure 2 below.



Figure 1 - Corridor Option T01



Figure 2 - Corridor Option T02

There is significant commonality between the two route options, with comparative differences between the routes limited to the use of Featherston (T01) or Jervois Quay (T02) for southbound services only. Northbound services will use the same route for T01 and T02.

1.4 LEGISLATION, STANDARDS AND GUIDELINES

The following legislation has been considered in the preparation of this Bus Stop Strategy:

- Building Act 2004
- Land Transport Act 1998
- Land Transport Rule: Road User 2004
- Land Transport Rule: Traffic Control Devices 2004
- Local Government Act 2002
- Public Works Act 1981
- Resource Management Act 1991

- New Zealand's Road Safety Objectives

1.5 STANDARDS AND GUIDELINES

The following standards and guidelines have been referred to in developing this Bus Stop Strategy:

- Auckland Transport's Transport Design Manual
- AP-R550-17 Austroads Guidance Prioritising On-Road Public Transport
- AS/NZS Guide to Traffic Management
- Auckland Transport Code of Practice
- NZTA Waka Kotahi's Public Transport Design Guidance

2 Current State and Use

The Wellington CBD is currently served by a single, primary north south corridor along the Golden Mile, consisting of Lambton Quay, Willis Street, Manners Street and Courtenay Place.

The Golden Mile corridor serves the following routes:

- The Airport Express
- Route 1 – Johnsonville West – Island Bay
- Route 2 – Karori – Wellington – Hataitai – Miramar/Seatoun
- Route 3 – Lyall Bay – Kilbirnie – Newtown - Wellington
- Route 4 – Strathmore – Newtown – Wellington – University - Mairangi
- Route 7 - Kinston – Brooklyn - Wellington
- Route 12e – Strathmore Park – Kilbirnie – Hataitai - Wellington
- Route 14 – Wilton – Wellington – Roseneath – Hataitai - Kilbirne
- Route 17 – Kowhai Park – Brooklyn - Wellington
- Route 20 – Kilbirnie – Mt Victoria – Wellington Station
- Route 23 – Houghton Bay – Newton – Wellington
- Route 24 – Johnsonville – Broadmeadows – Wellington – Miramar Heights
- Route 25 – Khandallah – Wellington – Aro Valley - Highbury
- Route 27 – Vogeltown - Wellington
- Route 29 - Brooklyn – Owhiro Bay – Island Bay – Southgate – Newtown - Wellington
- Route 30x – Scorching Bay/Moa Point – Wellington (Express)
- Route 31x – Miramar North – Wellington (Express)
- Route 32x – Houghton Bay – Island Bay – Berhampore – Wellington (Express)
- Route 35 – Hataitai - Wellington
- Route 36 – Lyall Bay – Kilbirnie – Hataitai - Wellington
- Route 39 – Island Bay – Owhiro Bay – Brooklyn - Wellington
- Route 52 – Johnsonville – Newlands - Wellington
- Route 56 – Johnsonville – Paparangi - Wellington
- Route 58 – Eastbourne – Petone - Wellington
- Route 60e – Porirua – Tawa – Johnsonville - Wellington
- Route 81 – Eastbourne – Petone - Wellington
- Route 83 – Eastbourne – Lower Hutt – Petone - Wellington
- Route 84 – Eastbourne – Gracefield – Petone - Wellington

The Golden Mile corridor accommodates a mix of full time and peak hour services, with current bus volumes approaching 100 vehicles per hour per direction of travel for both inbound and outbound services. The corridor is served by standard length and double decker buses, and articulated buses are scheduled to be introduced on select routes. Bus stops along the Golden Mile range in spacing from 200m to 400m. All buses utilising the Golden Mile are required to stop at all bus stops, with no skip stop operation in use along the extent of the corridor.

The Golden Mile is supported by a secondary corridor that utilises Featherston Street, with buses terminating at Brandon Street, before rejoining the Golden Mile for the return journey.

The Featherston/Brandon Street corridor serves the following routes:

- Route 13 – Mairangi – Glenmore Street – Brandon Street
- Route 26 – Khandallah – Ngaio – Brandon Street
- Route 33 – Karori South – Brandon Street
- Route 34 – Karori West – Brandon Street
- Route 37 – karori (Wrights Hill) – Kelburn – Brandon Street

The Featherston/Brandon Street corridor accommodates peak hour services only. Current bus volumes are 17 buses per hour. The corridor provides and 'overspill' function during peak hours where the volume of buses attending the city exceeds the desirable operational capacity of the Golden Mile. The Featherston/Brandon Street corridor is only used by standard buses.

Brandon Street will be closed as a part of the Golden Mile revitalisation project, with services currently terminating at Brandon Street rerouted to the Harbour Quays corridor. It is also expected that some or all bus services utilising the Golden Mile will be diverted to the Harbour Quays corridor during construction of the Golden Mile project.

The Harbour Quays (inclusive of Customhouse and Jervois Quays) is also currently used for a mix of dedicated school buses and express buses services as follows:

- 621 School Bus Service
- 623 School Bus Service
- 732 School Bus Service
- 743 School Bus Service
- 746 School Bus Service
- 751 School Bus Service
- 764 School Bus Service
- 784 School Bus Service
- HX Wellington Hospital Express

3 Bus Stop Location Planning

Bus stops form the entry and exit point to/from the bus network and are critical to ensuring public transport services are accessible and well utilised. Bus stops must therefore be effectively and conveniently located to ensure customers may readily board and alight from public transport services proximate to their destination.

Conversely, bus stops are also a major cause of delay and operational variability, as buses must decelerate, dwell (while boarding and alighting occurs) and accelerate to resume its scheduled operation.

The close placement of bus stops makes services easy to access but results in increased travel time for the route and may introduce significant variability in travel times as passenger boarding and alighting is rarely uniform. In contrast, widely spaced bus stops greatly assist in maintaining a fast and consistent journey time but reduce the accessibility of services to customers.

A bus stop strategy seeks to balance these competing tensions by positioning stops at optimal locations to encourage access while minimising delay and reliability impacts.

Bus stops catchments (the area in which passengers typically walk to or from the bus stop and origin) are used to determine the general locations of bus stops, with these locations then refined based on the physical and operational requirements of the corridor. As more is understood about the specific requirements and constraints of each proposed stop location, the specific location of the stop is refined and confirmed. This process is illustrated in Figure 3 below.

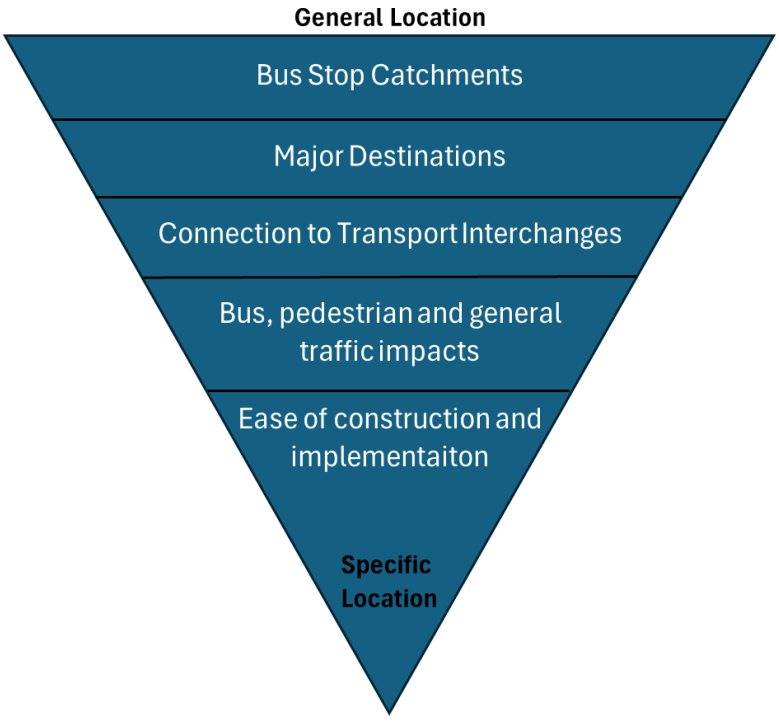


Figure 3 - Bus Stop Location Planning Process

3.1 CATCHMENT ANALYSIS

The optimal catchment and positioning of bus stops is contextual to the urban form and characteristics of the destinations served by the public transport corridor. Typically, the spacing between bus stops is between 250m and 800m depending on the characteristics of the service and the land use and urban form served by the route.

For regular public transport services serving dense urban destinations or central business districts, a 250m - 400m stop spacing is considered the standard for determining walking catchments, representative of a 2 – 5-minute walk. This standard is not prescriptive.

An assessment of stop locations has been undertaken for each corridor and for each direction of travel, assuming a 400m catchment. Stop catchments are intended to overlap, which means most passengers along the corridor will be well within a 5-minute walk to bus stops along the corridor.

The assessment of stop catchments is shown in Figure 4, Figure 5 and Figure 6 below:



Figure 4 Corridor T01 SB Catchments



Figure 5 Corridor T02 SB Catchments



Figure 6 Combined NB Catchments

It is noted that catchments for both T01 and T02 are oriented towards the east, due to the proximity of the harbour. This is slightly more pronounced for the T02 corridor, due to its use of the Quays and the comparatively low density of land use along the harbour.

NZTA guidelines suggest stop spacing of between 250m and 800m, with a recommended spacing of between 250m and 400m for urban areas. The catchment areas for T01 indicate space between stops is between 400m and 500m, while for T02 spacing is between 300m and 500m.

The assessment of catchments for both T01 and T02 corridors indicate that five stop pairs spread along the corridor provides the optimal balance of catchments.

3.1.1 Servicing Implications to catchments

GWRC have confirmed that the Whitmore street stop pair will serve only routes serving the west, due to the proximity of the nearby bus interchange and the routing through the Lambton Quay/Whitmore Street intersection.

As all other services will be restricted from using the Whitmore Street stop pair, it introduces an additional requirement for a stop pair in the vicinity of Balance Street, as in the absence of the Whitmore Street stop pair the nearest available stop on either corridor will be some 850m from the Lambton Interchange, well beyond the advisable stop spacing for an inner urban area.

3.2 STOP LOCATION REFINEMENT

The general spacing and location of stops has been further refined considering:

- The location of major destinations and trip generators
- Opportunities to connect to interchange opportunities on the Golden Mile
- The ability to logically position and pair inbound and outbound stops
- Proximity to pedestrian crossing points
- Bus accessibility and manoeuvrability
- Impacts to general traffic
- Stop infrastructure requirement and ease of construction
- General pedestrian accessibility.

3.2.1 Major destinations and trip generators

Both corridors considered under the Harbour Quays project serve the central business district of Wellington, which is a significant concentration of employment and activity. A more granular review of the bus corridors is provided in Figure 7. This shows the specific areas of employment and major destinations, relative to the corridors:

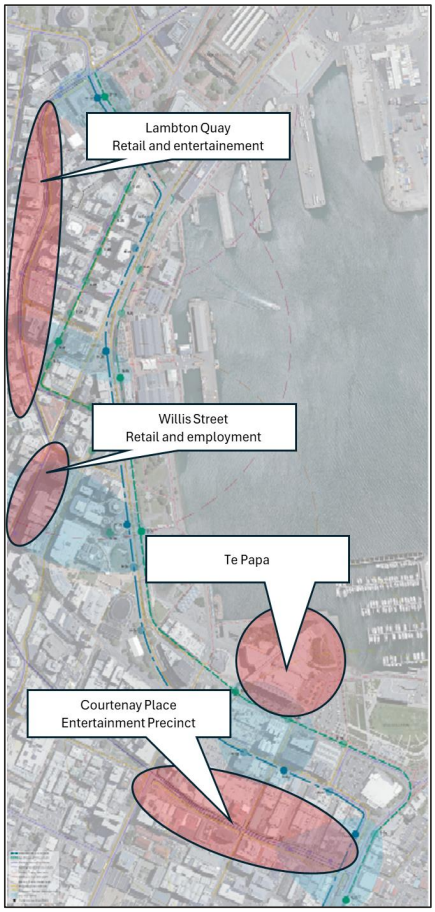


Figure 7 Major destinations and trip generators

3.2.2 Interchange Opportunities

Both corridors are proximate to the Golden Mile, which is the primary corridor for buses travelling north/south in the central business district. Stops along the Golden Mile all provide interchange opportunities to bus services serving the wider Wellington area, with the stops at Courtenay Place and Lambton Quay (Supreme Court) a particular focus for passenger interchange. In addition, both corridors are proximate to Wellington Railway Station, which provides interchange to railway services serving the greater Wellington region and beyond. Figure 8 shows the relationship of the Golden Mile to the Harbour Quays, as well as the key interchange locations along this corridor.

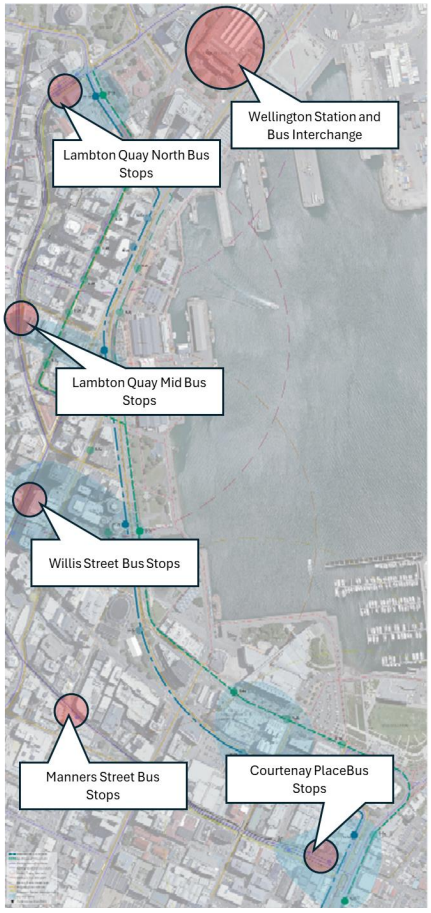


Figure 8 Interchange Locations

3.2.3 Stop Pairing

Pairing stops, or positioning inbound and outbound stops proximate to each other, assists passengers in understanding the network and simplifies journey planning and access. It is desirable to locate inbound and outbound stops proximate to each other, even when inbound and outbound routes are on different corridors. Stop placement has considered the logical pairing of stops along the corridor wherever possible.

3.2.4 Proximity to Pedestrian Crossing Points

An important consideration in the positioning of bus stops, is the accessibility of bus stops to passengers who must travel to and from the bus stop on foot. Both corridors considered will require passengers to cross busy roadways within the CBD and locating stops proximate to safe crossing facilities, such as signalised intersections (with pedestrian phasing) or dedicated pedestrian crossings.

3.2.5 Bus Accessibility and Manoeuvrability

All bus stops must be safely accessed by all types of buses expected to use the corridor. The Harbour Quays is expected to accommodate both standard and double decker buses, with provision of articulated buses to use the corridor when diversions (planned or unplanned) are in place. Stop locations must therefore consider the manoeuvring requirements of all buses, including:

- Entry and exit manoeuvring requirements on the approach and departure from the stop
- Road camber and vehicle clearance (particular with regard to awnings)
- Storage requirements
- Relationship of the stop to traffic controls etc.

3.2.6 Impacts to General Traffic

Bus stops must make provision for buses to stop to permit boarding and alighting. The boarding area is denoted by the bus box, although bus queues may exceed this area, especially when vehicle platooning occurs. Bus stops may be indented or inline, however many areas along the corridors assessed do not have sufficient width of carriageway to permit indenting.

Bus stops should be placed to minimise excessive disruption to general traffic, particularly on key traffic routes and at intersections. Bus stops must also be located so as not to create a safety hazard for general traffic.

3.2.7 Stop infrastructure requirement and ease of construction.

Bus stops require (at a minimum) a flag denoting the head of stop. However, where stops are expected to accommodate large volumes of passengers and/or serve multiple routes, additional infrastructure is typically provided. NZTA's One Network Framework provides a classification for bus stops, with all bus stops on the Harbour Quays classified as Premium stops. Premium bus stops typically include shelter and passenger amenities (such as seating), Variable Message Signs (VMS), lighting and tactile ground surface indicators (TGSI's). The location of bus stops must consider the potential to provide this infrastructure, as well as seek opportunities to minimise cost by positioning stops where suitable infrastructure may be easily constructed. A summary of NZTA's bus stop components by classification is provided below:

Bus stop components overview www.nzta.govt.nz/ptdg

	Public transport interchange	Premium	Intermediate	Standard	Basic
Accessibility					
Recommended minimum kerb height at front door (& ideally rear door): 150mm for normal kerb, 160mm for accessible kerb*	Essential	Essential	Essential	Recommended	Optional
Paved clear stand area (hardstand)	Essential	Essential	Essential	Essential	Recommended
Tactile ground surface indicators	Essential	Essential	Recommended	Recommended	Optional
Connecting footpath to/from bus stop	Essential	Essential	Essential	Recommended	Optional
Crossing facility close to bus stop	Essential	Essential	Recommended	Recommended	Optional
Signs and road markings					
Bus stop sign (R6-71 or R6-71.1) †	Essential	Essential	Essential	Essential	Essential
Bus box road marking (M3-2 or M3-2A)†	Essential	Essential	Essential	Essential	Essential
'Bus Stop' text road marking (M3-2 or M3-2A)†	Essential	Essential	Recommended	Recommended	Optional
'No Stopping' road marking	Essential	Essential	Recommended	Recommended	Optional
Coloured surface treatment	Optional	Optional	Optional	Optional	Optional
Safety and security					
Street lighting	Essential	Essential	Essential	Recommended	Optional
Shelter with lighting	Essential	Essential	Essential	Recommended	Optional
Emergency help point	Essential	Recommended	Recommended	Optional	Optional
CCTV cameras	Recommended	Recommended	Recommended	Optional	Optional
Street furniture					
Seating	Essential	Essential	Recommended	Recommended	Recommended
Shelter‡	Essential	Essential	Essential	Recommended	Recommended
Rubbish bin	Essential	Essential	Recommended	Recommended	Optional
Recycling bin	Recommended	Optional	Optional	Optional	Optional
Ticket sales/top-up services (machine or counter)	Essential	Recommended	Recommended	Optional	Optional
Cycle parking	Essential	Recommended	Recommended	Recommended	Optional

Figure 9 Bus Stop Component Overview

3.2.8 General Pedestrian Accessibility

Bus stops must be positioned so as not to impede the flow of pedestrian movements around the stop. Sufficient room must be provided to allow pedestrians to safely pass the stop, including shelter and waiting area, and consideration must be given to footfall volumes and expected patronage to minimise the conflict between waiting passengers and pedestrians travelling past the stop.

4 Stop Placement Options Considered

The project team has considered a wide range of stops along both corridors assessed under the project, with stop options informed by consultation with WCC and GWRC officers and the physical inspection of each corridor. Each stop option was appraised, considering the factors described in Section 4.

A summary of the stop options assessed for corridor T01 (Southbound) is summarised in Figure 10 below, with Table 1 providing the appraisal and justification for each stop:

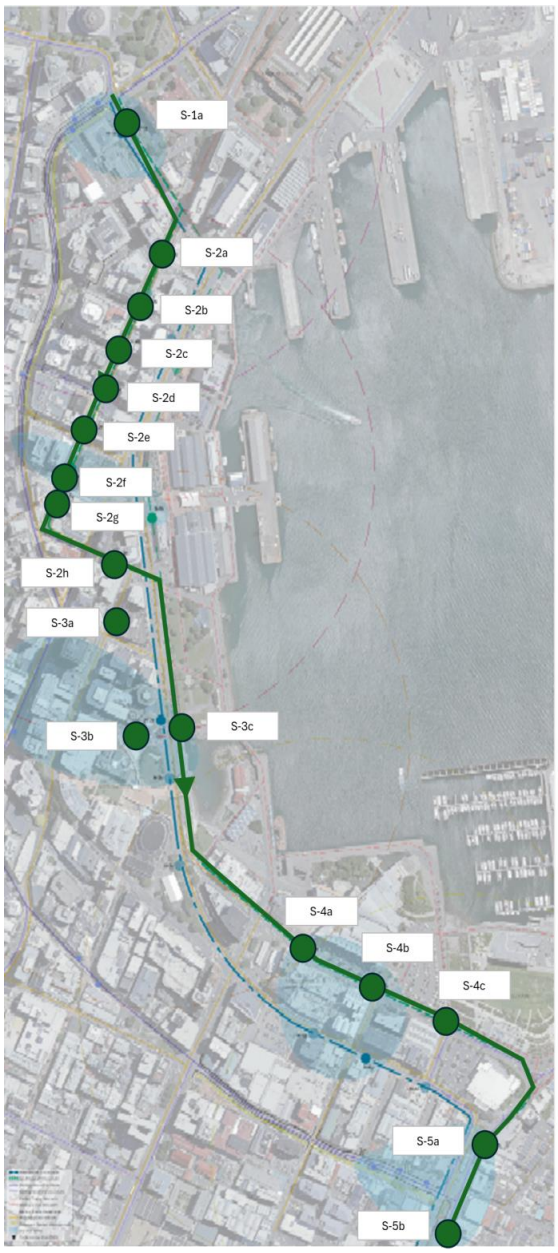


Figure 10 Corridor T01 SB Stop Options

Table 1 Corridor T01 Appraisal Summary

Stop ID	Determination	Justification
S-1a	Feasible	• Closes coverage gap with southbound services originating from the west. • Strong connection to Golden Mile stop pair for interchange. • Adequate footpath width.
S-2a	Infeasible	• Proximity to previous stop • Potential for buses to stack back into Whitmore street and compromise intersection.
S-2b	Feasible	• Adequate storage • Good connection via Waring Taylor to GM Midland Park and Harbour • Awnings provide opportunity for shelter.
S-2c	Infeasible	• Proximity to previous and next stop • Limited opportunity for infrastructure • Connection to Quays and GM not as strong as other options.
S-2d	Infeasible	• Proximity to previous and next stop • Limited opportunity for infrastructure • Connection to Quays and GM not as strong as other options.
S-2e	Infeasible	• Proximity to previous and next stop • Limited opportunity for infrastructure • Connection to Quays and GM not as strong as other options.
S-2f	Feasible	• Location provides good coverage relative to upstream and downstream stops • Strong pedestrian connection via Grey Street to Quays and GM • Existing awning may be utilised to provide shelter.
S-2g	Infeasible	• Stop location will limit buses ability to traverse to outside lane in order to make Hunter Street corner • Limited opportunity for shelter • Pedestrian connectivity is poor relative to other locations.
S-2h	Infeasible	• Stop location will result in capacity and travel time degradation as a result of limited storage and high volumes of buses moving through the corridor.
S-3a	Infeasible	• No logical place to pair the stop • Stop location may impede police • Limited opportunity for infrastructure • Poor connectivity to Golden Mile stops • Only applicable to T01 route variant.
S-3b	Infeasible	• Introduces merging conflict with left turning vehicles • Limited footpath and carriageway widths • Limited opportunity for infrastructure • Only applicable to T01 route variant.
S-3c	Feasible	• Adequate space for shelter and infrastructure

		• Location may utilise existing signalised crossing to allow passengers to cross the quays • Aligned with Willis Street employment concentration • Road geometry and storage suitable for buses.
S-4a	Feasible	• Strong connection to Te Papa and Courtenay Place • Proximate to signalised pedestrian crossing • Sufficient space for shelter and infrastructure.
S-4b	Infeasible	• Weak connection to Te Papa and Courtenay Place • Potential for tree removal in order to allow infrastructure and bus movements.
S-4c	Infeasible	• Weak connection to Te Papa and Courtenay Place • Introduces significant coverage gap with upstream stops • Potential for tree removal in order to allow infrastructure and bus movements.
S-5a	Infeasible	• Conflict with existing cycle facility • Potential to impact fire services.
S-5b	Feasible	• Good connection with Courtenay Place (activity and interchange) • Adequate storage.

A summary of the stop options assessed for corridor T02 (Southbound) is summarised in Figure 11 and

Table 2 below.



Figure 11 Corridor T02 SB Stop Options

Table 2 Corridor T02 Appraisal Summary

Stop ID	Determination	Justification
S-1a	Feasible	• Closes coverage gap with southbound services originating from the west • Strong connection to Golden Mile stop pair for interchange • Adequate footpath width.
S-2i	Infeasible	• Very limited footpath width • No way to provide shelter or infrastructure.
S-2j	Infeasible	• Very limited footpath width • No way to provide shelter or infrastructure
S-2k	Feasible	• Provides good connection to paired northbound stop • Adequate room to provide shelter and infrastructure.
S-3c	Feasible	• Adequate space for shelter and infrastructure • Location may utilise existing signalised crossing to allow passengers to cross the quays • Aligned with Willis Street employment concentration • Road geometry and storage suitable for buses.
S-4a	Feasible	• Strong connection to Te Papa and Courtenay Place • Proximate to signalised pedestrian crossing • Sufficient space for shelter and infrastructure.
S-4b	Infeasible	• Weak connection to Te Papa and Courtenay Place • Potential for tree removal in order to allow infrastructure and bus movements.
S-4c	Infeasible	• Weak connection to Te Papa and Courtenay Place • Introduces significant coverage gap with upstream stops • Potential for tree removal in order to allow infrastructure and bus movements.
S-5a	Infeasible	• Conflict with existing cycle facility • Potential to impact fire services.
S-5b	Feasible	• Good connection with Courtenay Place (activity and interchange) • Adequate storage.

A summary of the stop options assessed for the northbound corridor (common to both T01 and T02) is summarised in Figure 12 and

Table 3 below.

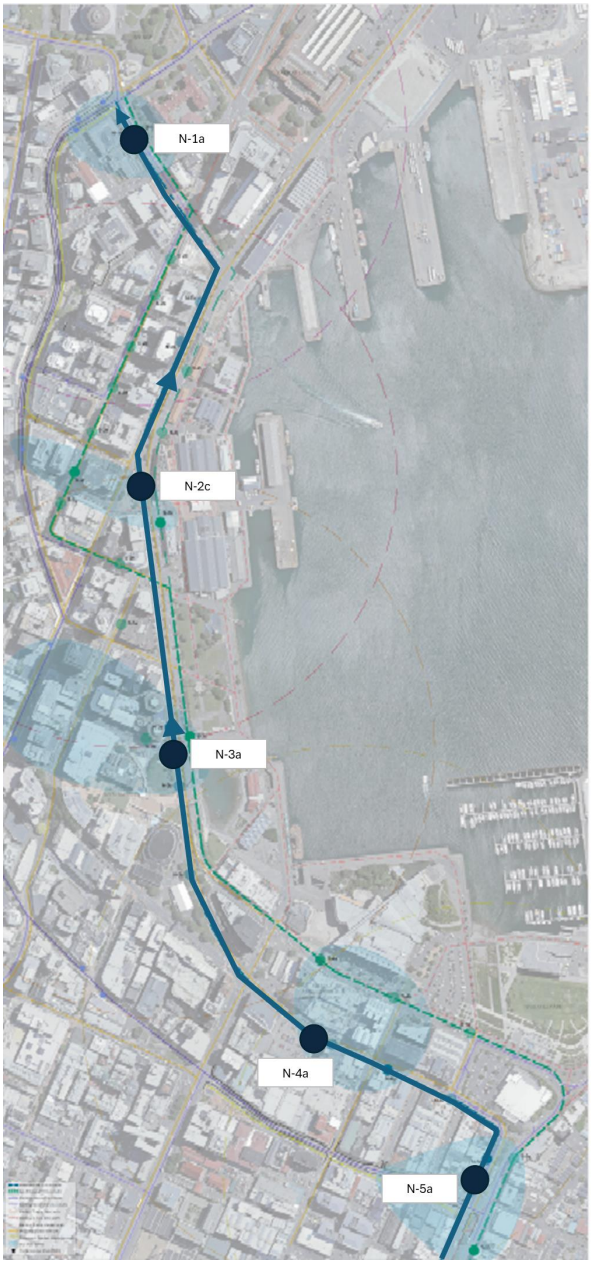


Figure 12 Combined NB Stop Options

Table 3 Combined NB Appraisal Summary

Stop ID	Determination	Justification
N-1a	Feasible	• Closes coverage gap for services departing to the west • Ample room for shelter and infrastructure • Stop limited to through movements only.
N-2a	Infeasible	• Limited pavement width • Potential merging conflicts with left turning traffic • No way to provide shelter or infrastructure
N-2b	Infeasible	• Limited pavement width • Potential merging conflicts with left turning traffic • No way to provide shelter or infrastructure
N-2c	Feasible	• Leverages post office square • Good connection to paired stop and GM via Grey Street • Sufficient space to provide shelter and infrastructure.
N-3a	Feasible	• Good location to pair with southbound stops • Suitable pavement widths • Proximate to Willis Street.
N-3b	Infeasible	• Potential impacted by city to sea bridge removal • Poor pairing with related stop.
N-3c	Infeasible	• No opportunity to pair stop • Limited pedestrian crossing facilities
N-4a	Feasible	• Good connection to Courtenay Place and Te Papa • Sufficient storage • Proximate to pedestrian crossing • Limited opportunity for shelter.
N-4b	Infeasible	• Poor (relative to other options) connection to Te Papa • Limited opportunity for shelter and infrastructure.
N-4c	Infeasible	• To close to southern most stop • Limited pairing opportunity • Limited pavement widths • Limited opportunity for infrastructure.
N-5a	Feasible	• Good connection to Courtenay Place (activity and interchange) • Adequate storage • Shelter may be provided from awnings etc.

5 Recommended Stop Locations

The assessment of stop locations identified five locations for each corridor option that represent the optimal location for stops, given the constraints and operational requirements of the corridor. It is also noted that given the capacity constraints of Lambton interchange, future network planning may consider options to route services to/from the north directly to the corridor, bypassing the interchange.

The total number of stops provided on the corridor will be informed by budget and cost.

Subsequent refinement of the servicing patterns for each stop highlighted that then northern most stop pair (stops S-1a and N-1a) would solely serve services originating from or departing to the west, as all other services would utilise the bus interchange at Wellington Railway Station which is approximately 200m away.

The recommended stop locations for corridor T01 Southbound are shown in Figure 13.

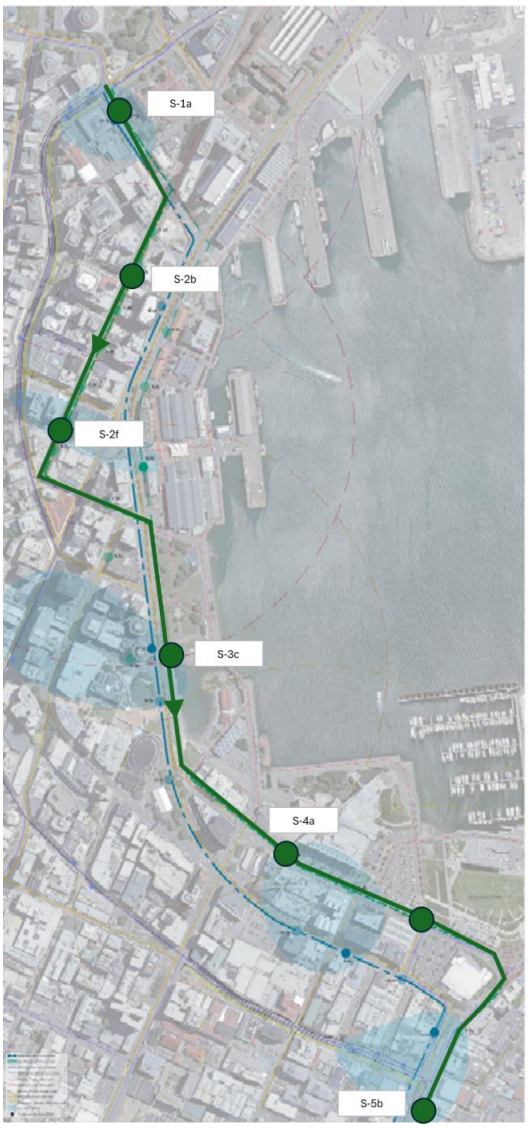


Figure 13 Recommended Stop Locations T01

The recommended stop locations for corridor T02 Southbound are shown in Figure 14.



Figure 14 Recommended Stop Locations T02

The recommended stop locations for both corridor T01 and T02 Northbound are shown in Figure 15.



Figure 15 Recommended Stop Locations Combined Northbound

Vitruvius / give it strength
make it useful
deliver it beautifully

Tauranga
Level 1, 143 Durham Street,
Tauranga 3110
PO Box 13362, Tauranga 3141
+64 7 218 1220

Auckland
QB Studios, Suite 11,
106 Saint Georges Bay Road, Parnell,
Auckland 1052
+64 9 320 1369

Wellington
Level 9,
187 Featherson Street,
Wellington 6011
+64 4 595 4708

NOTICE OF MOTION: HISTORIC HERITAGE

Kōrero taunaki | Summary of considerations

Purpose

1. This report responds to the Notice of Motion, by Councillor McNulty and seconded by Mayor Whanau, directing officers to prepare advice on a district plan change to remove or amend protections for heritage buildings, structures and areas using the process in the Resource Management Consenting and Other System Changes Amendment Bill once it becomes law.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include:

Community outcomes

- Cultural Wellbeing - A welcoming, diverse and creative city
- Social Wellbeing - A city of healthy and thriving whānau and communities
- Economic Wellbeing - An innovative business friendly city

Strategic approach

- Integrating Te Ao Māori
- Embedding climate action
- Engaging our community

Priorities

- Invest in sustainable, connected and accessible community and recreation facilities
- Increase access to good, affordable housing to improve the wellbeing of our communities
- Celebrate and make visible Te Ao Māori across our city.

Relevant previous decisions

3. 14 March 2024 Kōrau Tūāpapa | Environment and Infrastructure Committee resolved to reject Independent Hearing Panel recommendations in respect of heritage listings and referred alternative recommendations to the Minister for the Environment under the Intensification Streamlined Planning Process.

Significance

4. The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil	☒ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

5. Preparation of a historic heritage specific plan change can be achieved within existing baselines.

Risk

☐ Low	☒ Medium	☐ High	☐ Extreme

6. The Resource Management (Consenting and Other System Changes) Amendment Bill has now become law and will enable the Streamlined Planning Process (SPP) to be used to consider the removal of a building or structure from a heritage schedule in a district plan. The Council would be the first to use this process.

Author	Adam McCutcheon, Team Leader District Plan
Authoriser	Sean Audain, Manager Strategic Planning Liam Hodgetts, Chief Planning Officer

Notice of Motion

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee:

1. Direct officers to prepare advice on a Plan Change to remove or amend protections for Heritage Buildings and Structures or Areas using process contained in the Resource Management (Consenting and Other System Changes) Amendment Bill once it becomes law.

   In preparing this advice officers are to consider how the change or removal of heritage protections can:

   - Improve the climate readiness and resilience of the city and therefore ensure long-term protection of key assets by removing fiscal and time costs to adaptation, maintenance and growth particularly for infrastructure such as sea walls, tunnels, electricity substations or Community Infrastructure such as Khandallah Library, Thorndon Pool and Freyberg Pool.
   - Remove barriers to adaptive reuse and redevelopment, particularly for the Dixon Street flats, the Army Headquarters in Taranaki Street, The Miramar Installation Bulk Storage Tank (former) and Tramway Hotel.
   - Address the concerns of owners and citizens who face higher costs and restrictions on their property rights and wellbeing from heritage listing through a process that allows for people to nominate buildings for delisting.
   - Ensure the representation of Mana Whenua concerns with heritage listings and how those concerns might be met by this council through changes to heritage protections.

Takenga mai | Background

Notice of motion process

7. The notice of motion has been received in accordance with the Council's Standing Orders (Attachment 1).

8. Standing Order 23.1 requires the notice of motion to be submitted to the Chief Executive not less than four weeks prior to the specific meeting at which it is to be considered. This notice of motion was submitted to the Chief Executive on 2 July 2025.

9. Standing Order 23.1 requires the notice of motion to be signed by at least one-third (six) of elected members. This notice of motion was signed by nine of sixteen elected members.

10. Once the notice of motion has been accepted onto the agenda of the meeting, the procedure for resolving notices of motion is set through standing orders 23.4 to 23.6.

11. The motion can only be altered by the mover with the agreement of a majority of members present at the meeting. Once moved and seconded, no amendments can be proposed.

Officers' Response

Whakarāpopoto | Executive Summary

12. Councillor McNulty, seconded by Mayor Whanau, has submitted a Notice of Motion directing officers to prepare advice on a district plan change to remove or amend protections for heritage buildings, structures and areas using the proposed new streamlined planning process (SPP) in the Resource Management Consenting and Other System Changes Amendment Bill once it becomes law.

13. The Bill has become law, and the new process will form part of the Resource Management Act 1991 (RMA).

14. The new SPP allows councils to effectively design their preferred plan making process for Ministerial consideration. It will enable consideration of additional criteria why a heritage building could be removed from a heritage schedule, such as its condition or an owners' opposition to scheduling.

15. The criteria will go some way to alter decision making but are constrained in their scope and may not be totally effective in enabling the removal of buildings from heritage schedules.

16. There are uncertainties how the Minister's statement of expectations and the criteria within it should be balanced and considered within the statutory framework of the Resource Management Act 1991 (RMA) and Regional Policy Statement (RPS), which remain unchanged in the absence of a further heritage specific national direction. These risks were identified in the Council's submission to the select committee.

17. Components of the Notice of Motion (resilience to climate change and addressing Iwi/Mana Whenua concerns) may be better achieved through changes to district plan policies and rules rather than delisting in some instances. Such changes would need to progress through a separate plan change.

18. The Government has announced an intention to replace the resource management system by the 2026 general election and have indicated that historic heritage will be removed from the RMA. Realistically, notification of any plan change needs to take place by early 2026 to be determined and implemented before the Government's proposed transition to a new resource management system.

19. As such, should the motion pass, officers will commence discussions with the Ministry for the Environment as soon as possible with clear scope on the content and intent of one or more heritage plan change.

Kōrerorero | Discussion

There are two main pieces of legislation applying to historic heritage in New Zealand

20. The RMA and the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPT Act) are the two principal pieces of legislation for regulating historic heritage in New Zealand.

21. In addition to these, the Building Act 2004 also provides for heritage buildings to be exempted from some regulatory requirements

There has never been any national direction on historic heritage under the RMA

22. Throughout this time, there has never been any national direction (policy statements) providing further direction how councils should fulfil their responsibility on historic heritage alongside others conferred to them.

23. In absence clear national direction, as well as conflicting directions between the HNZPT Act and the RMA, councils have taken different approaches to the identification and protection of historic heritage. Often this has led to reliance on conservative directions to preserve historic heritage rather than supporting heritage to remain in a sustainable long-term use, which is one of the best ways to protect heritage values.

There is some specific direction how to identify historic heritage, but not what district plan provisions should do

24. The RPS has attempted to fill some of these gaps.

25. Since 2009 it has specified a methodology and the criteria which councils must apply to determine whether a place has significant historic heritage values. Assessments are made by a heritage expert and examine:

    - Historic values – e.g. the place is associated with important themes in history or patterns of development;
    - Physical values – e.g. the place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values;
    - Social values – e.g. the place has strong or special associations with a particular cultural group or community for spiritual, political, social, religious, ethnic, national, symbolic or commemorative reasons;
    - Tangata whenua values – e.g. the place is sacred or important to Māori for spiritual, cultural or historical reasons;
    - Rarity – e.g., the place is unique, rare, or is the last example of its type or era within the district or region); and

- Representativeness – e.g. the place is a good example of its type or era.

26. The methodology states that places with important historic heritage that enhance understanding or appreciation of history and culture according to any criterion should be scheduled in the District Plan.

The district plan heritage schedule was reviewed through the proposed plan change process

27. Through the district plan review process all 549 buildings, 44 structures, and 35 areas already on the heritage schedule were reviewed to ensure they met one or more significance criteria. As a result of this review 20 buildings and three areas were removed from the heritage schedule because they no longer met the threshold for scheduling or existed.

28. Additionally, the Council held a list of over 600 potential candidate sites for further research, identified on a database from community nominations and professional identification over several years. Places on this list were considered for entry onto the district plan schedule.

29. A key principle used to determine where resource should be invested for further research was that the review of listings should increase representation of themes of Wellington's heritage currently underrepresented on the heritage schedule. These themes are established by the 2013 Thematic Assessment of Wellingtons Heritage.

30. This approach saw the prioritisation of modernist, industrial and suburban heritage.

31. Also prioritised for in-depth assessment were those places listed by HNZPT but not currently included on the district plan schedules, and those the Council had good information on.

32. Based on this, seven additional structures, 11 new heritage areas, and 58 new buildings were proposed for scheduling in the proposed district plan. Most were confirmed through the process.

Despite a lack of national direction, district plan decisions have made heritage provisions more enabling and accommodating of change

33. Several types of works to heritage buildings have become more enabling through Council's March 2024 decisions.

34. The following works to heritage buildings became a controlled activity (consent must be granted), rather than restricted discretionary (can be granted or declined):

    - Internal seismic strengthening visible from the exterior;
    - New floor levels; and
    - Double or triple glazing.

35. Additionally, the definition of maintenance and repairs has become more flexible, allowing a greater level of change from status quo and new buildings.

36. The revised policy supports new rules allowing works that improve resilience, building function, adaptive reuse, and accessibility, while permitting other alterations if they do not harm heritage values.

37. The more enabling policy shifts made through the proposed district plan were substantial in the context of the protection directed by the Act and RPS.

Heritage scheduling supports public good outcomes, but comes at a cost to owners

38. There are several benefits to be gained from heritage protection, including:

    - Supporting sense of place, identity and well-being – contributing to the evolving story and identity of Wellington, providing opportunities for communities and future generations to understand the city's past development patterns and cultures as a city grows and changes;
    - Urban regeneration – heritage buildings and areas play a critical role in the vitality, identity and rejuvenation of city/town centres;
    - Sustainability – conserving and reusing old buildings reduces construction waste and the carbon footprint associated with demolition and reconstruction of new builds.

39. In some instances, heritage buildings and places can achieve greater value in the market due to their look, feel and location, but they can also create 'planning blight' and place disincentives on property re-investment. There have been several recent high-profile examples of the later.

40. District plan scheduling aims to manage the pace and method of building changes, recognising how listing heritage buildings or areas affects owners.

41. However, where other countries provide various and effective incentive or support, in New Zealand almost all the burden and costs for the management of heritage buildings fall on owners.

42. Costs arise from:

    - Reducing development potential and options
    - Consenting costs
    - Insurance costs
    - Requiring specialist contractors or consultants
    - Stricter requirements on what is allowed as maintenance and repair

43. Recognising these costs to owners the Council has in place several support options for owners including:

    - Provisions of free regulatory information and advice;
    - Resource consent fee reimbursement scheme;
    - Rates remissions when seismic strengthening is undertaken; and
    - A Heritage Resilience and Regeneration Fund where grants are made for seismic strengthening and conservation works to heritage buildings.

The Government is making changes to make removing buildings from heritage schedules easier

44. The Government is concerned by the difficulties and burden of proof to remove buildings from heritage schedules and the Minister for RMA Reform's experience considering the Council's alternative Intensification Streamlined Planning Process recommendations. It is part of a broader change to the Resource Management System.

45. It has made changes through the Resource Management (Consenting and Other System Changes) Amendment Act (Amendment Act) to provide a new SPP pathway to '*remove or enable the removal of heritage protection (other than that provided by a heritage order) from buildings or structures that are listed in a heritage list in a plan'*.

46. The Council made a submission on the then Bill to the Select Committee, supporting the Government's intent and recommended that national direction be developed to enable heritage protection to be more proportionate to significance, and scheduling decisions to account for competing tensions.

The SPP is a truncated process where councils can effectively design their preferred plan making process for Ministerial consideration

47. The Council has not used this form of SPP before. Councils must apply to the Minister for the Environment to use the SPP.

48. The Government has also made changes through the Amendment Act which mean councils will be the final decision maker, as opposed to the Minister for the Environment, which used to be the case.

49. There are minimum requirements that Councils must design into the planning process, including:

    - Consultation with affected parties and iwi;
    - Public or limited notification;
    - Opportunity for written submissions;
    - Reporting showing how submissions have been considered and evaluated.

50. The Minister may add or modify steps to the Council's preferred planning process.

51. An independent panel must be constituted to consider submissions. There is no requirement to hear submissions.

52. The Minister is required to provide a statement of expectations which the SPP panel and the Council must have regard to in making decisions.

53. Councils choose to accept or reject SPP Panel recommendations. Once accepted, these recommendations take effect without appeal, making the process quicker than standard planning due to the lack of appeals.

54. If the Council wishes to reject a recommendation, it must develop an alternative which could be appealed to the Environment Court, or to the High Court on points of law.

55. The following criteria must be included in the Minister's statement of expectations:
    - Heritage significance;
    - Physical condition, including degree of seismic risk;
    - Current or proposed use of the building or structure and the economic viability of any proposed use;
    - Whether the owner agrees to the removal of the heritage protection.
56. A simplified flow chart of the new SPP is set out in Attachment 3.

A plan change removing heritage protection would not be subject to plan change restrictions

57. The Government has also made changes through the Amendment Act to restrict the notification of new plan changes, unless certain criteria are met or the Minister provides an exemption. The restriction is now in force.
58. Plan changes that are approved to use the SPP (as proposed in the notice of motion) would be exempt from this restriction and can proceed without further ministerial approval.

Alignment between the notice of motion and the Amendment Act

59. While the Amendment Act has introduced new considerations in decision making for delisting of heritage buildings, they do not respond to the follow components of the notice of motion:
    - Climate readiness, and resilience to the effects of climate change;
    - Management of transport and community infrastructures with heritage values;
    - Nomination processes and work up to the notification of a plan change; and
    - Representation of mana whenua concerns.
60. These components are not addressed by the criteria included in the bespoke SPP pathway.

A simultaneous planning process could be used to address these components

61. These components may instead be better and more readily achieved through changes to the provisions (objectives, policies, rules, standards, structure of scheduling and definitions) of the Historic Heritage and Infrastructure – Other Overlays chapters of the district plan.

62. This could see changes to plan policy, for example:

    - Categorise and differentiate the significance of heritage buildings and structures (e.g. nationally, regionally or locally significant) in the schedule and tailor provisions to each category;
    - Take more enabling approaches to works involving infrastructures, such as seawalls or retaining walls, where alterations are proposed to increase resilience to coastal inundation; or
    - Clarify and encourage approaches to repairs and maintenance and make works that increase the sustainability of heritage buildings less restrictive (e.g. double glazing).

63. The Amendment Act does not allow heritage areas to be removed via a bespoke SPP. There are 43 such areas in the district plan, covering about 628 properties that are not individually heritage listed. Any changes to these buildings or areas must follow the standard planning process or a concurrent SPP.

64. This leads to the consideration of whether some of these aspects progress under a different instrument or await substantive RMA reform.

It will take time to get approval to use the SPP or receive an exemption for a standard plan change process

65. Seven councils have used the SPP since 2018. It took on average five months from lodgement of application to receiving Ministerial approval to use the SPP.

66. This time does not include the development of the application and consultation with the Ministry prior to lodgement on the design of the process and application requirements.

67. The Ministry will likely have of questions on the scope of the process, consultation undertaken and the impacts of a streamlined process. This pre-lodgement process could in of itself take a number of months to satisfy the Ministry's requirements.

68. The Ministry will likely be receiving many applications for exemptions to the Government's 'plan stop' policy. As such there is expected to be significant resourcing constraints at the Ministry to process SPP applications. Each of these will require briefings and Ministerial decisions from officials.

69. Officers are unable to provide any estimates as to how long an application would take to be approved, though it would not be surprising if it were as long, or longer than the experience of councils who have used the SPP to date.

70. Despite the long lead in times, there is little value in progressing a delisting plan change under the standard planning process as it would not benefit from the additional criteria contained in the SPP to alter the balance of decision making.

71. Realistically notification of any plan change needs to take place in early 2026 to have had decisions made and implemented before the transition to the new resource management system takes place.

72. Should the motion pass, officers will return with detailed advice on considerations and proposed scope and estimated costs of a heritage plan change.

Kōwhiringa | Options

73. The Committee may:

- Support the Notice of Motion (as submitted)
- Not support the Notice of Motion (as submitted)

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

Our City Tomorrow – He Mahere Mokowā mō Pōneke - A Spatial Plan for Wellington City 2021

74. 'Recognising and protecting our unique heritage' is identified as a key influence for the direction of the Spatial Plan. The Spatial Plan also recognises the challenge is finding a balance between meeting growth needs and protecting heritage.

2024 District Plan

75. The 2024 District Plan contains strategic objectives to protect significant buildings, structures, areas, and sites that exemplify Wellington's historical and cultural values and that they be resilient and have a sustainable long-term use.

76. It also has objectives to provide for sufficient development capacity and that new development supports the city's ability to adapt over time to the impacts of climate change.

77. The District Plan aims to balance heritage protection with urban growth. Delisting heritage buildings can align with the Plan, provided section 32 RMA evaluation reports show this approach best supports the sustainable management purpose of the Act.

Te Atakura - First to Zero climate action plan

78. 'Climate resilient urban form' by enabling a compact urban form and increased resilience through district plan settings and city design is an action area in Te Atakura. As outlined in the Climate Change impact and considerations section below, delisting heritage buildings could lead to positive or negative climate outcomes depending on whether new development takes place and what form it occurs. As such, a heritage delisting plan change may be consistent with Te Atakura depending upon its final scope.

Heritage Policy 2010

79. Delisting heritage buildings and structures for reasons other than heritage is not supported by policy and to proactive delist heritage buildings would not be consistent with the Heritage Policy 2010.

80. The Heritage Policy 2010 also differs in some ways with the 2024 District Plan, and the policy's review is overdue. An updated Heritage Policy will need to meet the overarching regulations.

2024-2034 Long Term Plan

81. The LTP supports:

- A “Cultural Wellbeing - A welcoming, diverse and creative city” priority that embraces heritage, creativity, curiosity, and expression of our multi-cultural communities and identities.
- Maintaining Wellingtonian’s sense of place and pride by embracing the city’s heritage and public spaces, including the waterfront.
- Works to help protect, restore, and develop the city’s heritage and character assets – including buildings, trees, monuments, and sites of significance to tangata whenua.
- Integrate cultural heritage into our urban form – Enable built heritage to adapt and change to meet present and future needs such as accessibility, earthquake resilience and climate change.

Resilience strategy 2017

82. While it might need a review, the Resilience Strategy sets out an initiative to increase the resilience of heritage areas through investment in strengthening, recognising the benefits of retaining heritage buildings. Delisting heritage buildings would enable a greater range of options to reduce earthquake risk and could be consistent with the pillars of "Prepared" and "Adaptive" if there are no viable options to reduce risk.

83. Generally, the delisting of heritage buildings solely based on earthquake risk would not be consistent with the strategy, unless it allows to remove seismic risk entirely and rebuild completely new developments.

Engagement and Consultation

84. Should the motion pass, officers will return further advice on what engagement is recommended in the preparation of a heritage plan change.

Māori Impact Statement

85. Parts of the notice of motion concern mana whenua views on historical heritage.

86. Officers have not sought advice from iwi partners in the development of this paper but will do so should the motion pass.

87. If the Council subsequently directs the preparation of a plan change, Clause 4A of Schedule 1 of the RMA requires that, before notifying a proposed plan, the Council must provide a copy of the draft plan to iwi authorities consulted under clause 3(1)(d). The Council must have regard to any advice received and allow adequate time and opportunity for iwi authorities to consider and respond to the draft.

Financial implications

88. Preparation of a historic heritage specific plan change covering scope and costs will be reported back to Council.

Legal considerations

89. The Resource Management (Consenting and Other System Changes) Amendment Bill has now become law and enables the use of the SPP to remove, or enable the removal, of heritage protection from building or structure.

Risks and mitigations

90. The submission and hearing process will provide the wider community the opportunity to input into the final shape of the changes.

Disability and accessibility impact

91. N/A

Climate Change impact and considerations

92. The delisting of heritage buildings may have several implications on climate change readiness or adaptation, including:

    - Reducing barriers to demolition under the 2024 District Plan DP (though other authorities or provisions may still apply and prevent demolition). Demolition and reconstruction would however typically increase construction waste and contribute to increasing the Council's carbon emissions;
    - Reducing barriers to making alterations to the building. Enabling changes to buildings may improve resilience and sustainability, this is not a requirement under the Resource Management Act (RMA), and modifications may or may not deliver climate benefits;
    - Enabling more development and redevelopment — such as additional floors — particularly near city centres and transport routes and enable better natural hazards risk mitigation in high-risk hazard zones. Urban densification is a key enabler of reducing greenhouse gas emissions from transport, positively impacting climate change (noting that height limitations in heritage areas and other planning provisions may still constrain development).

93. The delisting of heritage structures such as tunnels, seawalls or retaining walls that are exposed to climate hazards, may make it easier and more cost-effective to maintain or modify them to improve resilience, although several of them (including some that are not listed in the DP) are also listed by NZ and the Greater Wellington Regional Council. For those items, heritage protections will remain.

94. The 2024 District Plan supports resilience and adaptive re-use for sustainable, long-term use, reviewing certain provisions in the Historic Heritage chapter could further enable these outcomes. It is however possible to achieve while also continuing to preserve heritage outcomes/values.

Communications Plan

95. Officers will provide advice on a recommended process for preparing a heritage plan change, including consultation steps and communication plan, should the motion pass.

Health and Safety Impact considered

96. N/A

Ngā mahinga e whai ake nei | Next actions

97. Officers will scope and prepare advice on a possible heritage plan, should the motion pass.

Attachments

Attachment 1.	Notice of Motion	Page 2286
Attachment 2.	Statutory framework for heritage protection	Page 2288
Attachment 3.	Flow chart of SPP	Page 2289

Notice of Motion

For consideration at the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee meeting on 20th August 2025

Mover: Councillor Ben McNulty
Seconder: Mayor Tory Whanau

Background

During District Plan decisions in early 2024, Wellington City Council voted to remove the heritage designation of 10 properties including the Gordon Wilson Flats. Ultimately these designations were unable to be signed off by the Housing Minister, Chris Bishop.

Pre-empting this challenge, myself and Mayor Tory Whanau also wrote to the Minister in April 2024 requesting a law change that would allow the Council to delist properties through a simple vote.

The government has signalled that in July 2025 there will be legislative reform to the Resource Management Act that will create a pathway for the delisting of heritage buildings. Accordingly this Notice of Motion is brought to ask:

Motion

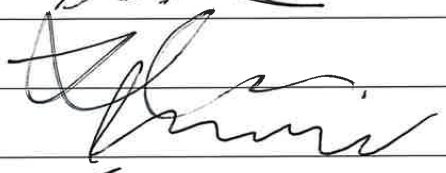
That Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee:

Direct Officers to prepare advice on a Plan Change to remove or amend protections for Heritage Buildings and Structures or Areas using process contained in the Resource Management (Consenting and Other System Changes) Amendment Bill once it becomes law.

In preparing this advice officers are to consider how the change or removal of heritage protections can:

- Improve the climate readiness and resilience of the city and therefore ensure long-term protection of key assets by removing fiscal and time costs to adaptation, maintenance and growth particularly for infrastructure such as sea walls, tunnels, electricity substations or Community Infrastructure such as Khandallah Library, Thorndon Pool and Freyberg Pool.
- Remove barriers to adaptive reuse and redevelopment, particularly for the Dixon Street flats, the Army Headquarters in Taranaki Street, The Miramar Installation Bulk Storage Tank (former) and Tramway Hotel.
- Address the concerns of owners and citizens who face higher costs and restrictions on their property rights and wellbeing from heritage listing through a process that allows for people to nominate buildings for delisting.
- Ensure the representation of Mana Whenua concerns with heritage listings and how those concerns might be met by this council through changes to heritage protections.

Signed

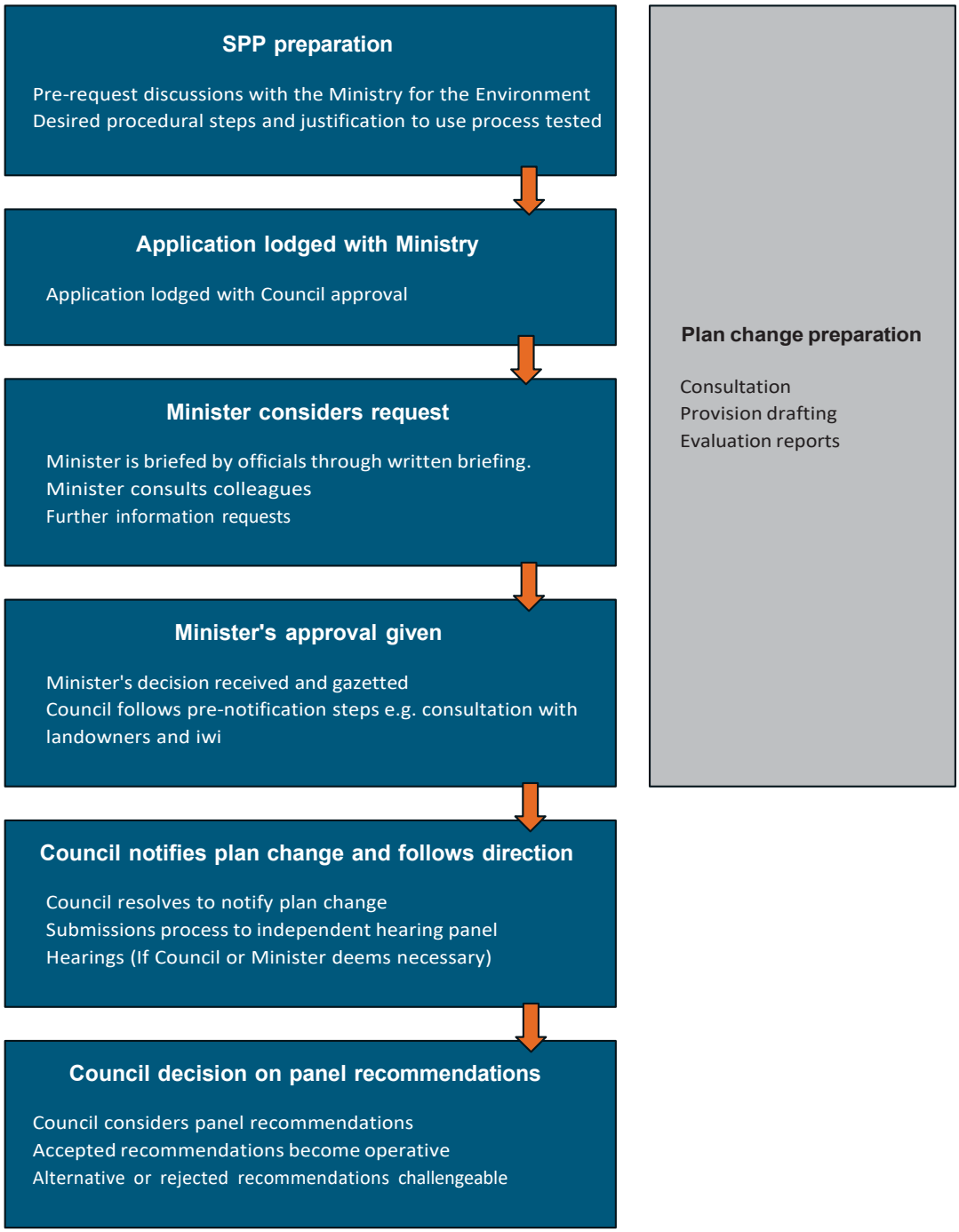
Name	Signature
Ben McNulty	
Tony Whincup	
John Apanowicz	
Nikau Wi Neera	
Rebecca Matthews	
Geordie Rogers	
Teri O'Neill	
J.J. Lee ⟷	SARAH FREE.
Nureddin Abdurahman	

Statutory framework for heritage protection in the resource management system

Resource management Act ⬇	Matter of national importance. • *Recognise and provide for* the protection of historic heritage from inappropriate subdivision, use, and development.
Regional Policy Statement ⬇	Identify using defined criteria (Policy 21) • Protect the significant historic heritage values from inappropriate subdivision, use, and development (Policy 22).
2024 District Plan	Strategic directions • Significant buildings, structures, areas, and sites that exemplify Wellington's historical and cultural values are *identified, recognised and protected* (HHSASM-01). • Built heritage is *resilient and has a sustainable long-term use* while ensuring heritage and cultural values are *recognised and maintained* (HHSASM-02). Plan policies • Historic heritage is *recognised* for its contribution to an understanding and appreciation of the history, culture and sense of place of Wellington City, the Wellington region and New Zealand (HH-01). • Historic heritage is *retained and protected* from inappropriate use, subdivision and development (HH-02). • Built heritage is *well-maintained, resilient and kept in sustainable long-term use* (HH-03).

Streamlined planning process statement of expectation criteria	Minister's statement of expectations must include: • Heritage significance; • Physical condition, including degree of seismic risk; • Current or proposed use of the building or structure and the economic viability of any proposed use; • Whether the owner agrees to the removal of the heritage protection.

Simplified flow chart of new Streamlined Planning Process



NOTIFICATION OF PLAN CHANGE 1 TO THE 2024 DISTRICT PLAN

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Kōrau Mātinitini | Social, Cultural and Economic Committee seeks approval to notify Plan Change 1 to the 2024 District Plan.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include:

    - *Urban Form - A liveable and accessible, compact city*
    - *Integrating te ao Māori*
    - *Engaging our community*
    - *Invest in sustainable, connected and accessible community and recreation facilities*
    - *Collaborate with our communities to mitigate and adapt to climate change*
    - *Increase access to good, affordable housing to improve the wellbeing of our communities*
    - *Nurture and grow our arts sector*
    - *Celebrate and make visible te ao Māori across our city.*

Relevant previous decisions

3. On 14 March 2024 the Kōrau Tūāpapa | Environment and Infrastructure Committee:
    a. made decisions on the Proposed District Plan provisions for intensification and other related provisions.
    b. resolved to direct officers to investigate an 'Omnibus Plan Change'.
4. On 12 September 2024 the Kōrau Tūāpapa | Environment and Infrastructure Committee made decisions on the scope of Plan Change 1 and directed some matters be included.
5. On 12 June 2025 the Kōrau Tūāpapa | Environment and Infrastructure Committee made decisions on remaining Proposed District Plan provisions. This included making provisions determined in March 2024 'operative'.

Significance

6. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy. This is because the purpose of the plan change is to ensure clarity of district plan provisions previously determined and to improve efficiency and effectiveness of implementation. There are no significant departures from the policy intent of decisions already made.

Financial considerations

7. There is budgetary provision in the Annual Plan and Long-Term Plan for this district plan change.

Risk

8. The overall risk is assessed as low due to the largely technical changes proposed in the plan change. Pre-consultation with property owners affected by site specific proposed changes has occurred.

9. The statutory consultation that follows notification provides the community with a further opportunity to support or oppose these provisions.

10. On 12 August 2025 the Minister of RM Reform introduced an amendment paper preventing any further work on plan changes that have not proceeded to the hearing stage, unless an exemption is obtained from the Minister for the Environment. Approval to seek this exemption is included in resolution 4. If passed, officers will write to the Minister for an exemption to proceed with Plan Change 1; however, there is a risk that the request will be declined, and the plan change will be unable to proceed. If this were to occur work would cease and the parties worked with in pre-consultation notified.

Authors	Lisa Hayes, Principal Planning Advisor | District Planning Marcella Freeman, Planning Advisor
Authoriser	Sean Audain, Manager Strategic Planning Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee:

1. **Receive** the information.

2. **Approve** Plan Change 1 as presented to the Kōrau Mātinitini | Social, Cultural and Economic Committee for notification pursuant to Schedule 1 Part 1 of the Resource Management Act 1991.

3. **Approve** the Chairperson of the Kōrau Tūāpapa | Environment and Infrastructure Committee and the Chief Executive to be able to make minor changes and edits, as required, to the plan change prior to public notification.

4. **Approve** that officers seek an exemption from the Minister for the Environment to notify Plan Change 1.

Whakarāpopoto | Executive Summary

5. The Council has now completed the 2024 District Plan and has moved to a phase of monitoring and improvement as we await further reform.

6. As part of this phase, Council has directed officers to prepare a plan change to address out of scope matters, implementation issues and specific matters arising from March 2024 decisions.

7. Since then, officers have been reviewing the decisions made on the Tranche 1 hearings and monitoring the implementation of the new District Plan. This process has identified a range of technical and administrative amendments that are needed to support the effective operation of the District Plan.

8. A plan change has subsequently been prepared, informed by feedback from customers and the community. It is largely technical in nature and does not alter the strategic direction of the district plan.

9. The purpose of the plan change is to:
    a. Improve implementation, clarity and certainty of provisions determined in March 2024;
    b. Respond to matters as directed by the Kōrau Tūāpapa │ Environment and Infrastructure Committee;
    c. Fix identified minor errors that cannot be addressed using clause 20A of the RMA; and;
    d. Incorporate an updated Code of Practice for Land Development and Wellington Regional Water Standard (technical engineering and development standards) in the District Plan.

10. The proposed changes have been evaluated to demonstrate why they are appropriate and the most efficient and effective option.

11. Notifying the plan change will begin a public submissions and hearings process where further community input can be obtained on the final shape of the changes.

12. Noting the amendment paper from Minister Bishop that plan changes be paused, with exceptions until the new planning legislation is released, officers will need to seek an exemption from the Minister to proceed with this plan change prior to notification. The amendment paper is available here.

Takenga mai | Background

We have completed a full review of the city's District Plan

13. The District Plan is the Council's regulatory instrument to manage subdivision, land use and development within Wellington City. Every Territorial Authority is required to have a district plan under the Resource Management Act 1991 (RMA).

14. The Council notified the Proposed District Plan (PDP) in July 2022. Submissions received were subsequently heard and considered by an Independent Hearing Panel (Panel).

15. Council made decisions on the PDP (now known as 2024 District Plan) and the Panel's recommendations on two occasions:
    a. 14 March 2024 – Provisions relating to and supporting intensification.
    b. 12 June 2025 – Remaining provisions.

16. Of those decisions made in March 2024, the Council referred some alternative recommendations for intensification and related provisions to the Minister for Resource Management Act Reform to make a final decision.

17. The Minister subsequently announced his decisions on those alternative recommendations on 8 May 2024.

18. Public notice of Council's 12 June decisions was given on 7 July 2025. The period where these decisions can be appealed to the Environment Court closes 30 working days after receiving notice of decisions.

Several appeals were received on March 2024 decisions

19. Seven appeals were received on Council's March 2024 Decisions. Of these:
    a. One was invalid;
    b. One has been withdrawn;
    c. Three have been resolved by consent order; and
    d. Two remain unresolved and are in mediation.

We are now moving into a phase of monitoring for the 2024 District Plan

20. With the review of the district plan now complete, Council has moved into a phase of monitoring outcomes of the plan, responding to implementation issues and RMA reform.

21. There have been two occasions where the Kōrau Tūāpapa │ Environment and Infrastructure Committee provided direction on the first plan change to the 2024 District Plan:

    a. 14 March 2024 – Direction to prepare a paper outlining the process and content for an 'omnibus plan change' to correct any errors or out of scope concerns raised during the District Plan hearings; and
    b. 12 September 2024 – Where officers reported back and the Committee made recommendations as to the content of the plan change its content, namely:

        i. Discrete, technical changes that cannot be resolved as minor amendments to the plan that do not need a plan change process.
        ii. Rezoning the Brooklyn Community Centre from Medium Density Residential Zone to Open Space Zone.

Korerorero | Discussion

Plan Change One has a focussed scope and purpose

22. Subject to an exemption being granted by the Minister, it is proposed to proceed with Plan Change 1.

23. The purpose of Plan Change 1 is to:
    a. Improve implementation, clarity and certainty of provisions determined in March 2024;
    b. Respond to matters directed by the Kōrau Tūāpapa | Environment and Infrastructure Committee;
    c. Fix identified minor errors that cannot be addressed using clause 20A of the RMA; and;
    d. Incorporate an updated Code of Practice for Land Development and Wellington Regional Water Standard

24. The specific changes progressed through the plan change are the result of the collation and evaluation of feedback from customers and the community on the implementation of District Plan provisions determined in March 2024.

25. A summary of the variety and nature of proposed changes is set out below.

Consistent terminology

- Replacing remaining instances of 'cannot be achieved' with 'is not achieved' for consistency across the District Plan.

Rezoning and correction of mapping errors

- Rezoning the residential heritage area sites at 49 Porritt Avenue, 104 Elizabeth Street and 38 Austin Street, Mt Victoria from High Density Residential Zone to Medium Density Residential Zone (to fix a mapping error).
- Rezoning Government House at 1 Rugby Street, Newtown from High Density Residential Zone to Open Space Zone.
- Rezoning the Brooklyn Community Centre site from Medium Density Residential Zone to Open Space Zone.
- Rezoning 185, 306, 324 and 340 South Makara Road from Open Space Zone to General Rural Zone (to fix a mapping error).

Commercial and Mixed Use Zone (CMUZ) Chapters

- Adding a new definition of 'Verandah Level'.
- Amending terminology in objectives and policies for consistency across the CMUZ.
- Permitting healthcare and hospital activities in centres zones;
- Amending car-parking and ground floor residential activities rules to address interpretation issues and rule gaps;
- Amending the City Centre Zone (CCZ) and Metropolitan Centre Zone (MCZ) minimum building height rules and standards to permit small scale buildings and clarify how minimum height is measured.
- Amending maximum building depth rules to clarify implementation and updates to diagrams for maximum building depth for residential activities, minimum building separation distance and minimum outlook space.
- Increasing building height in the Newtown South and Tawa South Mixed-Use Zones to 'Height Control Area 3 (22 m) as these are located within the walkable catchments of the CCZ and Tawa Station respectively.
- Adding a new setback from the rail corridor in the Neighbourhood Centre Zone.

Residential Zone Chapters

- Amending the rule titles for clarity.
- Amending rules and standards for boundary setbacks, fences and standalone walls, outlook space, minimum privacy separation to a boundary for multi-unit housing or a retirement village and building depth for multi-unit housing or a retirement village to clarify implementation.
- Adding a new Lower Kelburn Character Precinct Appendix to the Residential Design Guide.

Special Purpose Waterfront Zone

- Providing new provisions for Frank Kitts Park enable redevelopment of the Frank Kitts car park building into a new building (Fale Malae).

Historic Heritage

- Amending Ref 2 (Miramar Tunnels) of SCHED4: Scheduled Archaeological Sites to correctly identify that this relates to two sites, one at Shelly Bay Road and Moa Point Road (existing reference) and the other at Moa Point Road.

Earthworks Chapter

- Amending the title of EW-R2 to clarify that this applies to permitted rural and conservation activities only.

Subdivision Chapter

- Amending policies and rules to provide flexibility for Council to determine whether esplanade reserves, strips and/or easements be required through subdivision consents.
- Correcting cross-references to the Public Access chapter.
- Separating requirements for telecommunications connections into a new standard and providing flexibility for compliance with the standard in the Large Lot Residential Zone, General Rural Zone and open spaces zones.

Three Waters Chapter and Three Waters Connections in Subdivision Chapter

- Suite of amendments to the Three Waters chapter to improve application of the rules and standards.

Natural Hazards and Coastal Environment Chapters

- Replacing references to ‘crown entities’ with the names of the specific entities.
- Amending rules to clarify implementation and provide exemptions for small structures and non-residential buildings. Associated minor amendments to the definitions of *Less Hazard Sensitive Activities* and *Hazard Sensitive Activities* to ensure buildings and structures are appropriately controlled in hazard overlays.
- Updating the flood hazard mapping applied to specific properties to reflect updated Wellington Water Limited flood modelling.

Noise Chapter and Appendix 5

- Amending rules and standards to reduce unnecessary duplication and clarify implementation.

The proposed changes are supported by evaluation reports

26. Changes to plans must be evaluated for their appropriateness in achieving the purpose of the RMA. This is required by section 32 of the RMA.

27. An evaluation under section 32 must examine whether proposals are the most appropriate by:
    a. identifying other reasonably practicable options;
    b. assessing the efficiency and effectiveness of provisions; and
    c. summarising reasons for the decision.

28. Evaluations need to be undertaken at a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects of the proposals.

29. They must also assess:
    a. the benefits and costs of the proposal;
    b. the risks of acting or not acting; and
    c. impacts on economic growth and employment and where possible quantify these.

30. In fulfilment of these requirements, officers have prepared the following (Attachment 1):
    a. an ‘Overview Report’ that positions the assessments within the statutory framework and provides background information; and
    b. topic-specific section 32 evaluations for each of the proposed changes.

31. As such the scope of this plan change is limited to:
    a. the environmental issues identified in the Section 32 Overview Report;
    b. the provisions detailed in the topic-specific section 32 evaluation reports;
    c. the spatial mapping changes proposed in the topic-specific section 32 evaluation reports; and
    d. changes relevant to the amended documents incorporated by reference.

32. Matters that have not been assessed in the topic-specific section 32 evaluation reports appended to this paper are considered outside of scope and will not be revisited through this plan change.

33. Plan Change 1 almost exclusively addresses matters that are operative, and matters related to decisions made on 12 June 2025 are not included. The exception to this is the correction of a rezoning error in South Makara Road.

New engineering and land development standards are proposed

34. The Council’s Code of Practice for Land Development (Code of Practice) defines the minimum standards in the design and construction of infrastructure, including earthworks, roading, water and drainage. It applies to both private development and Council works. All infrastructure must meet applicable standards before the Council allows connection to existing networks and takes ownership and responsibility for their ongoing maintenance and renewal.

35. The Code of Practice was last updated in 2012. Since then, regulatory standards and best practice have changed. Several of the matters in the 2012 Code of Practice (e.g. three waters and driveways standards) have since been included directly into the 2024 District Plan, meaning they can be removed from the updated version. An update to the Code of Practice is necessary to ensure engineering and infrastructure solutions are fit for purpose and enduring.

36. Council staff in the Transport and Infrastructure and Planning teams have updated the Code of Practice to reflect these changes. As required by the RMA, the updated guide was publicly notified for comment in May 2025. Feedback was received from the development community, which was then considered and amendments made to the updated 2025 Code of Practice.

37. Plan Change 1 will 'incorporate by reference' the 2025 Code of Practice into the District Plan. This means that it will be able to be considered in the setting of resource consent conditions for subdivision and earthworks proposals.

38. Relatedly, the plan change will also reference an update to the Wellington Water Regional Standard for Water Services v3.1 December 2024, the most recent version of the document which replaces the 2021 version currently incorporated by reference in the District Plan.

39. These two documents are available below:

Code of Practice for Land Development 2025:
https://wellington.govt.nz/your-council/plans-policies-and-bylaws/district-plan/current-district-plan/urban-development/code-of-practice-for-land-development

Wellington Water Regional Standard 2024:
https://www.wellingtonwater.co.nz/contractors/technical-information/specifications-and-standards

Amendments to the Resource Management (Consenting and Other System Changes) Amendment Bill relating to plan changes

40. On 16 July 2025 Minister Bishop announced changes to the Resource Management (Consenting and Other System Changes) Amendment Bill (the Bill) to 'stop unnecessary plan changes' by restricting the notification of new plan changes. The Government passed amendments to this effect by amendment paper on 14 August. It is expected to achieve Royal Assent by the time this paper is presented to Committee.

41. The Minister stated that the restriction of plan changes will free up council resources so they can focus on preparing for the new resource management system.

42. The recent RMA amendment is of relevance to Plan Change 1. Now, unless there is an exemption pathway for a plan change to proceed, the amendments will stop:
    a. The notification of new plan changes or variations, or
    b. The continuation plan changes that have been notified but not yet reached the hearings stage – these must be withdrawn.

43. There are several automatic exemptions. These include:
    a. Plan changes that use a streamlined planning processes (SPP);
    b. Private plan changes;
    c. Plan changes directed by the Minister or called in as a proposal of national significance;
    d. Proposed plans, or parts of proposed plans, related to natural hazards; and
    e. Proposed plans, or parts of proposed plans, where that proposal is required by, or gives effect to, an obligation in Treaty settlement legislation or Deeds.

44. Additionally, there are several criteria under which councils can apply for an exemption from the Minister for the Environment to proceed with a plan change.

45. Among other things, an exemption can be applied for where proceeding with a plan change:

    a. Better enable the local authority to provide, operate, or maintain municipal drinking water, stormwater, or wastewater in accordance with the Water Services Act 2021:
    b. Rectify any provisions in a plan or policy statement that have had unintended consequences, are unworkable, or have led to inefficient outcomes.

46. For the most part, the proposals in Plan Change 1 seek to rectify identified issues in the 2024 District Plan provisions to improve plan implementation. Additionally, the plan change involves a re-drafting of provisions relating to three waters connections. Therefore, officers consider that there is a pathway to apply to the Minister for an exemption to proceed with the plan change.

47. It is unclear whether exemptions will be given on plan change wide basis, or only for parts of plan changes (i.e., the Minister gets to select which proposals progress to notification and those that do not). In the first instance, the Council should seek an exemption for the entire plan change, emphasising:

    - Cost savings to home builders and the community from more certain and efficient interpretation and implementation;
    - Community, landowner and iwi engagement that has taken place; and
    - The intention to have the plan change operative (or at least decided) before transition to the new resource management system is required.

48. It is uncertain how long the process of seeking an exemption will take and therefore when Plan Change 1 can be notified. If an exemption is granted by the Minister, officers would then proceed to notify the plan change for submissions.

Kōwhiringa | Options

Option 1 - Agree to notify Plan Change One (recommended)

49. This option will work to ensure that identified errors, implementation issues, and Council directed changes will be heard and determined without undue delay.

50. If a Ministerial exemption is granted quickly, the submission period could be completed in 2025 with a hearing taking place in early 2026.

51. There are costs associated with processing a plan change. This includes staff resourcing, consultant support (where required), notification costs, resourcing the hearing process, commissioner fees, administration of decisions and appeal processes (if relevant). These costs are budgeted for in the Long-Term Plan.

Option 2 – Do not notify Plan Change One (not recommended)

52. This option would mean that district plan clarity and implementation issues would not be resolved, resulting in uncertainty and cost for the public in general and development community specifically.

53. This option would save costs associated with processing a plan change, but create ongoing costs for developers where District Plan adjustments would otherwise improve efficiency and effectiveness for consenting processes. This option would require further engagement to notify communities and parties that the Council was not going to proceed with its previous undertakings.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with higher order RMA direction

54. In making decisions on the district plan, the Council is required to give effect to higher order RMA instruments including:
    a. Matters of National Importance in the RMA;
    b. National Policy Statements and National Environmental Standards; and
    c. Regional Policy Statements and Environmental Plans.

55. The proposed changes have been assessed against these higher order directions by officers and are detailed in the section 32 evaluations. The proposed changes are determined to be consistent with higher order direction.

Alignment with Councils strategies and policies

56. The proposed changes are generally technical in nature and improve clarity and certainty of plan implementation. As such they are consistent with, and do not alter, the strategic direction of the 2024 District Plan or the policy intent of the specific chapters they relate to.

57. The proposed changes do not alter the implementation of Council's strategies and policies through the district plan.

Engagement and Consultation

58. Officers have undertaken pre-consultation in accordance with clause 3 of Schedule 1 of the RMA.

59. Statutory consultation took place with:
    a. The Ministry for the Environment;
    b. Minister of Education; and
    c. Te Rūnanga o Toa Rangatira, Taranaki Whānui, Wellington Tenths Trust, Muaūpoko Tribal Authority, Te Rūnanganui o Te Āti Awa

60. Additionally, emails/letters were sent to:
    a. owners of land affected by rezoning and natural hazard mapping proposals and their neighbours;
    b. individuals and organisations subscribed to receive updates on the District Plan (approximately 2000);
    c. Greater Wellington Regional Council, Hutt City Council, Upper Hutt City Council, Porirua City Council and Kapiti Coast District Council; and
    d. Heritage New Zealand Pouhere Taonga.

61. All feedback received has been considered by officers and responded to in the topic-specific section 32 evaluation reports, including identifying where proposals have been modified to account for it.

Māori Impact Statement

62. Clause 4A of Schedule 1 of the RMA requires that, before notifying a proposed plan, the Council must provide a copy of the draft plan to iwi authorities consulted under clause 3(1)(d). The Council must have regard to any advice received and allow adequate time and opportunity for iwi authorities to consider and respond to the draft.

63. In accordance with clause 4A of Schedule 1 of the RMA, a copy of the draft Plan Change was provided to Te Rūnanga o Toa Rangatira, Taranaki Whānui, Wellington Tenths Trust, Muaūpoko Tribal Authority and Te Rūnanganui o Te Āti Awa for comment and invitation for hui. No feedback was received.

Financial implications

64. There will be costs associated with the public notification of Plan Change 1 and hearings. This is provided for within existing budgets.

Legal considerations

65. Plan Change 1 will proceed under the standard planning process under Part One, Schedule 1 of the RMA.

66. A hearings panel will need to be established. Officers will run a procurement process and return in the new triennium with an updated list of resource management commissioners to be approved by Council to hear submissions on plan changes and notified resource consents.

67. Council will be the final decision-maker on the plan change. Ministers are not involved. There can be judicial review of Council's decisions and appeals to the Environment Court.

68. Decisions on plan changes must be made within two years of notification. Extensions may be granted by the Minister for the Environment at the request of Council. An extension is unlikely to be required and recommendations from the hearing panel are expected to be returned to Council for decision in mid-late 2026.

69. Some Tranche 1 matters remain subject to appeals. No matters that are subject to appeal are included in the plan change.

Risks and mitigations

70. Following Minister Bishop's 12 August 2025 RMA amendment paper, there is a risk that the Minister for the Enviroment will not approve an exemption and the plan change will not be able to proceed.

71. The submission and hearing process will provide the wider community the opportunity to input into the final shape of the changes.

Communications Plan

72. Officers will follow RMA requirements to publicly notify the plan change. This includes:
    a. Giving public notice in newspapers and on the Council's website;
    b. Contacting and serving individual landowners affected by the plan change with the public notice;
    c. Providing a copy of the plan change to Te Rūnanga o Toa Rangatira, Taranaki Whānui, Wellington Tenths Trust, Muaūpoko Tribal Authority and Te Rūnanganui o Te Āti Awa, the Minister for the Environment, the Greater Wellington Regional Council and adjacent territorial authorities;
    d. Making a copy of the plan change available in the Council's libraries for the duration of the submission period.

73. In addition:
    a. The Council's website will be updated with information on the plan change and details how to make a submission; and
    b. Individuals and organisations subscribed to receive updates on the District Plan will be contacted.

74. An updated ePlan showing the Plan Change 1 changes will be made available from the date of notification.

Ngā mahinga e whai ake nei | Next actions

75. Officers will submit an exemption to the Minister for the Environment requesting approval for Plan Change 1 to proceed.

76. Assuming an exemption is granted, officers will proceed with notification of Plan Change 1 as soon as possible after the exemption is received.

77. Following public notification, there will be a 20-working day public original submissions period.

78. Officers will then produce a summary of decisions requested and make this publicly available.

79. A 10-working day 'further submissions' period will follow, which provides an opportunity for primary submissions to be supported or opposed.

80. Officers will run a procurement process and return in the new triennium with an updated list of resource management commissioners to be approved by Council to hear submissions and make recommendations on plan changes.

81. A hearing will take place in 2026.

82. Council will receive recommendations from the hearings panel and make decisions on Plan Change 1 mid-late 2026.

Attachments

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Section 32 Evaluation Overview Report

Plan Change 1 to the 2024 District Plan

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Table of abbreviations and acronyms

Abbreviation	Full term
2000 District Plan	Operative District Plan prior to decisions on the Proposed District Plan
2024 District Plan	Operative District Plan incorporating the Proposed District Plan
CCZ	City Centre Zone
GRUZ	General Rural Zone
GWRC	Greater Wellington Regional Council
HNZPT	Heritage New Zealand Pouhere Taonga
HRZ	High Density Residential Zone
ISPP	Intensification Streamlined Planning Process
LCZ	Local Centre Zone
LLRZ	Large Lot Residential Zone
MCZ	Metropolitan Centre Zone
MRZ	Medium Density Residential Zone
MUZ	Mixed Use Zone
NCZ	Neighbourhood
NES	National Environmental Standards
NOSZ	Natural Open Space Zone
NPS	National Policy Statements
NPS-UD	National Policy Statement for Urban Development 2020
NZCPS	New Zealand Coastal Policy Statement 2010
OSZ	Open Space Zone
PDP	Proposed District Plan
PNRP	Proposed Natural Resources Plan
Pt 1 Sch 1	Part 1 Schedule 1 Planning Process
RMA / the Act	Resource Management Act 1991
RPS	Regional Policy Statement for the Wellington Region 2013
RPS-PC1	Plan Change 1 to the Regional Policy Statement for the Wellington Region 2013
SASM	Sites and Areas of Significance to Māori
THW	Three Waters
WIAL	Wellington International Airport Limited
WTBZ	Wellington Town Belt Zone
WWL	Wellington Water Limited

1.0 Introduction

1. This is the Section 32 Evaluation Report for Plan Change 1[1] to the 2024 Wellington City District Plan (2024 District Plan).

2.0 Purpose and Requirements of a Section 32 Evaluation Report

2. The overarching purpose of section 32 of the Act is to ensure that any proposed District Plan provisions are robust, evidence-based and the best means to achieve the purpose of the Act. To that end, the Council is required to undertake an evaluation of any proposed District Plan provisions before they are notified.

3. This Section 32 Evaluation Report provides the reasoning and rationale for the proposed provisions and should be read in conjunction with those provisions.

4. Section 32(1) of the RMA requires that, before the Council publicly notifies a proposed District Plan or change, it must examine:

   (a) the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and
   (b) whether the provisions in the proposal are the most appropriate way to achieve the objectives by—
      (i) identifying other reasonably practicable options for achieving the objectives; and
      (ii) assessing the efficiency and effectiveness of the provisions in achieving the objectives; and
      (iii) summarising the reasons for deciding on the provisions.

5. This plan change does not propose any new objectives. Therefore, the proposal is assessed against the objectives set out in the Part 2 – Strategic Direction of the 2024 District Plan, along with the Part 2 – District Wide and Part 3 – Zone based objectives. As will be detailed in the issues-based section 32 assessments appended to this overview report, none of the proposed changes are inconsistent with the strategic direction of the Plan.

6. Section 32(1)(c) of the RMA requires that evaluation reports contain a level of detail that corresponds with the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of this proposal.

7. This step is important as it determines the level of detail required in the evaluation of provisions so that it is focused on key changes from the status quo.

8. When assessing efficiency and effectiveness of the provisions in achieving the objectives of the proposed plan the report must under s32(2):

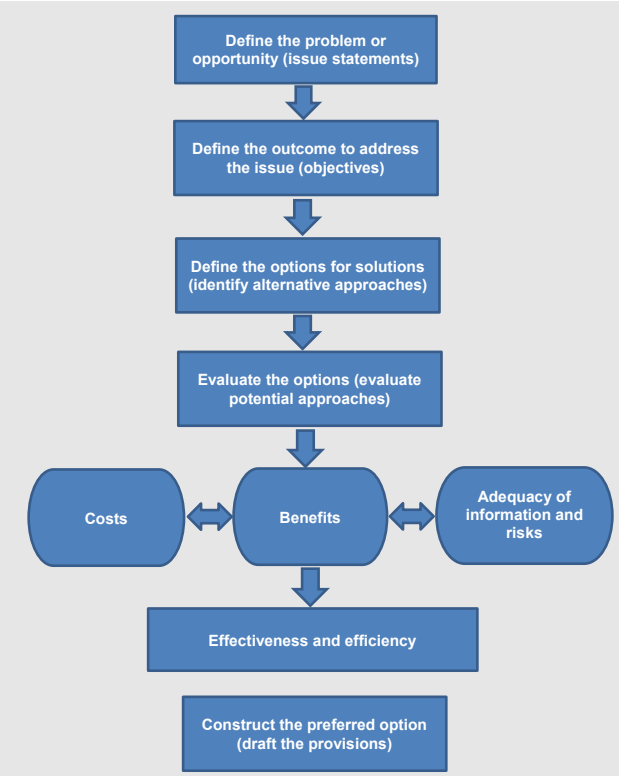
   (a) identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for—
      (i) economic growth that are anticipated to be provided or reduced; and
      (ii) employment that are anticipated to be provided or reduced; and
   (b) if practicable, quantify the benefits and costs referred to in paragraph (a); and
   (c) assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.

[1] Also referred to as the 'Omnibus Plan Change'.

9. Additionally, under s32(4A), the report must also:

(a) summarise all advice concerning the proposal received from iwi authorities under the relevant provisions of Schedule 1; and
(b) summarise the response to the advice, including any provisions of the proposal that are intended to give effect to the advice.

10. This evaluation process can be represented by the figure below:



3.0 Report format and structure

11. This Section 32 Evaluation Report includes the following components:

a. This overview component;
b. Forty-one topic-specific section 32 assessments (Appendices 1 to 41); and
c. A consolidated version of all recommended changes (maps and chapters).

12. This overview component:

a. Provides background information on the 2024 District Plan;
b. Identifies the relevant regulatory and policy context, including national planning instruments, regional policies and plans and non-statutory strategies and plans relevant to this plan change;
c. Identifies the resource management issues; and
d. Assesses the scale and significance of the collective proposals in this plan change.

13. The topic-specific section 32 assessments contain analysis for the proposed changes, including:

- Identification of the issue and relevant background information;
- Identification of options to address the issue;
- Evaluation of the environmental, economic, social and cultural costs and benefits of the options;
- Consideration of the effectiveness and efficiency of the options;
- Identification of the preferred option;
- Consideration of the risk of acting or not acting;
- Details of any relevant research or advice commissioned, consultation undertaken and/or advice received from the Council's mana whenua iwi partners; and
- Where change is recommended, amended provisions and/or mapping.

4.0 Background on the 2024 District Plan

14. On 18 July 2022 Wellington City Council (the Council) publicly notified the Proposed District Plan (PDP).

15. The PDP comprised provisions forming the Council's Intensification Planning Instrument (IPI) notified under the Intensification Streamlined Planning Process (ISPP) Schedule 1, Part 6 process and provisions notified under the standard Part 1, Schedule 1 Process, (Pt 1 Sch 1).

16. 497 submissions and 138 further submissions were received and heard over 13 hearings by an Independent Hearings Panel (IHP).

17. To comply with the statutory timeframes for the ISPP process, hearings were separated and decisions by Council and taken in two tranches detailed in the table below:

Wellington City Council PDP Hearings Schedule

Tranche 1 • **Addressed all ISPP matters and any associated matters, for example:** - **Where chapters included both ISPP and Pt 1 Sch 1 provisions, the chapters were addressed in the Tranche 1 hearings; and** - **All Commercial and Mixed Use (CMUZ) chapters were heard together, despite some chapters being ISPP and some being Pt 1 Sch 1.**		**Tranche 2** • **Addressed all remaining Pt 1 Sch 1 matters.** • **Wrap-up hearing addressed Pt 1 Sch 1 matters and overall Plan integration.**	
1	**Strategic Direction**	**6**	**Special purpose zones and development areas**
2	**Residential Zones**	**7**	**Rural and Open Space, District Wide Matters, Special Purpose Zones**
3	**Historic Heritage**	**8**	**Natural and Coastal Environment**
4	**Commercial and Mixed Use Zones**	**9**	**Infrastructure and Risks**
5	**General District Wide Matters**	**10**	**Designations**
Wrap-up Hearing		**11**	**Ecosystems and Indigenous Biodiversity**
		Wrap-up Hearing	

18. More information on the hearing process followed can be found at: Hearings information - Plans, policies and bylaws - Wellington City Council.

Decisions on Tranche One Hearings

19. On 14 March 2024 the Council's *Kōrau Tūāpapa | Environment and Infrastructure Committee* considered the IHP's recommendations on hearing streams one to five (tranche 1).

20. At the meeting, the Council resolved to adopt all of IHP's recommendations on provisions heard under the Pt 1 Sch 1 process, and most of those recommendations made under the ISPP.

21. The Council however disagreed with a small number of IHP recommendations made under the ISPP and referred alternative recommendations to the Minister for the Environment for consideration. These related to:

- Walking catchments for high density development;
- Character precincts;
- Heritage listings;
- The identification of rapid transit services; and
- Hydraulic neutrality.

22. On 8 May 2024 the Minister for Resource Management Act Reform (Minister Bishop) subsequently announced his decisions on those alternative recommendations.

23. Public notice of decisions on the tranche one hearings were consecutively released as follows:

a. 20 March 2024 – Council decisions on ISPP provisions
b. 5 April 2024 – Council decisions on all Part 1 Schedule 1 provisions
c. 24 May 2024 – Ministerial decisions on Council's alternative ISPP recommendations

24. More information on the Council's decision making process for the tranche 1 hearings, alternative recommendations and the Minister's decisions can be found at: Decision making and status of provisions - Plans, policies and bylaws - Wellington City Council.

Appeals on Pt 1 Sch1 Provisions Determined in Tranche One

25. The appeal period for Pt 1 Sch1 provisions determined in tranche one decisions closed at 5pm on 20 May 2024.

26. Seven appeals were received, one of which was not valid. Of the remainder, at the time of preparation of this Section 32 Report and the accompanying appendices:

a. One appeal has been withdrawn;
b. Three have been resolved through consent order; and
c. Two remain unresolved and are being mediated.

27. More information on appeals can be found at: Appeals - Plans, policies and bylaws - Wellington City Council

Legal Challenge to ISPP Decisions

28. Under clause 107 of Schedule One of the Act decisions made under the ISPP cannot be appealed to the Environment Court.

29. In June 2024 a judicial review was filed with the High Court in respect of decisions made by the Council and the Minister for RMA Reform under the ISPP.

30. The case was heard in February 2025, with the Court's decision provided on 16 April 2025. The Court found that there had been no errors of law and the application for judicial review was dismissed.

Decisions on Tranche 2 Hearings

31. On 12 June 2025 the Council's *Kōrau Tūāpapa | Environment and Infrastructure Committee* considered the IHP's recommendations on hearing streams 6 to 11 (tranche 2).

32. At the meeting, the Council resolved to adopt the majority of the IHP's recommendations, and made the following amendments:

    i. ECO-R1 - amended to provide for the upgrade or creation of a new public walking or cycling tracks when the works are undertaken by Wellington City Council or Greater Wellington Regional Council; and
    ii. TR-S2, TR-S3, TR-S4 and TR-Table 7 – deletion of requirements relating to on-site cycling and micromobility device parking spaces.

33. Public notice of decisions on the tranche two hearings was released on 7 July 2025.

34. More information on the Council's decision-making process for the tranche 2 hearings can be found at: Decision making and status of provisions - Plans, policies and bylaws - Wellington City Council.

Appeals on tranche two hearings

35. The appeal period for tranche two decisions will close at 5.00 pm on 18 August 2025.

36. At the time of preparing this Section 32 Evaluation Report and the accompanying topic-specific assessments within the appendices no appeals have been received.

37. More information on appeals will be made available as these are received. This information can found at: Appeals - Plans, policies and bylaws - Wellington City Council.

4.1 Section 32 Evaluation Reports for the 2022 Proposed District Plan

38. The proposals put forward in this plan change are modifications of those that were contained in the notified PDP, or which were developed throughout the hearing process for the PDP.

39. The PDP was prepared in accordance with the above requirements of the RMA. Likewise, Plan Change 1 to the now operative 2024 District Plan has been prepared to achieve the requirements of the RMA, to the extent that these are relevant to the plan change process.

40. The Section 32 Evaluation Reports underpinning notified PDP proposals can be found here: Section 32 reports - Plans, policies and bylaws - Wellington City Council.

41. Proposals that were amended through the hearings process were subject to the requirements of s32AA of the Act. These evaluations are contained within relevant hearing reports and documentation at Hearings topics and schedule - Plans, policies and bylaws - Wellington City Council.

5.0 Purpose of Plan Change 1

42. This plan change has been prepared using the standard RMA Part 1 Schedule 1 process.

Purpose of Plan Change 1

43. The purpose of Plan Change 1 is to:

a. Make changes to provisions that are causing Plan implementation and consistency issues or that lack clarity and certainty;
b. Respond to matters directed by the Wellington City Council;
c. Fix identified minor errors that cannot be addressed using clause 20A of the RMA; and
d. Update Documents Incorporated by Reference in the District Plan.

44. It is not the intent of this plan change to revisit or change the policy intent of the 2024 District Plan, insofar as it relates to the objectives within the Strategic Direction, District Wide and Zone chapters.

Content of Plan Change 1

45. Plan change 1 is focussed on provisions the subject of the Council's March 2024 decisions on the 2024 District Plan (the tranche 1 decisions).

46. It is intended that a subsequent plan change will need to be undertaken to address any implementation issues arising from tranche 2 matters.

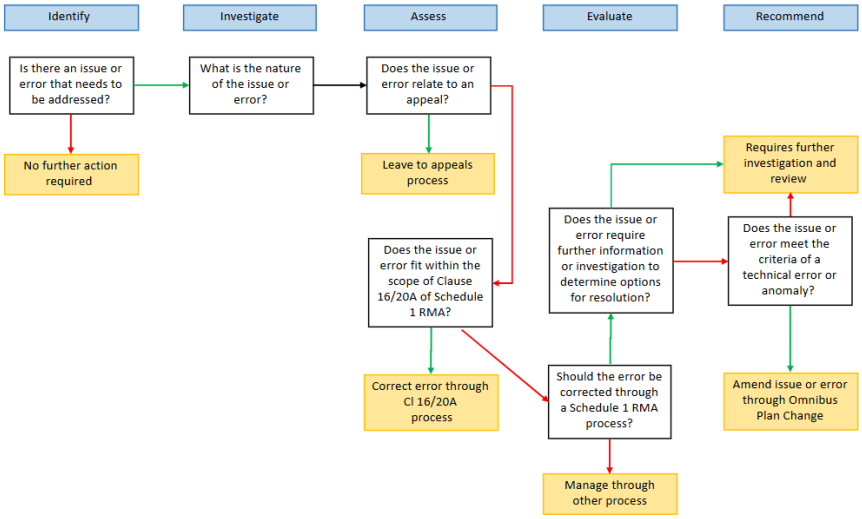
47. There have been two occasions of Council direction in respect of the plan change:

a. 14 March 2024 Kōrau Tūāpapa | Environment and Infrastructure Committee meeting which directed the preparation of a paper outlining the process and content for an omnibus plan change to correct any errors or out of scope concerns raised during the District Plan hearings; and
b. 12 September 2024 Kōrau Tūāpapa | Environment and Infrastructure Committee meeting which made several recommendations as to its content.

Identification of Issues

48. The figure below provides further details on the methodology used to determine whether an issue would be included in the plan change:

Issue Identification Methodology



Scope of Plan Change 1

49. The scope of this plan change is limited to:

    a. The issues identified using the above issue identification methodology; and
    b. The provisions detailed in the topic-specific section 32 assessments appended to this overview component of the Section 32 Evaluation Report; and
    c. The spatial mapping changes proposed in the topic-specific section 32 assessments.

50. Provisions or spatial mapping changes not addressed in the topic-specific section 32 assessments appended to this Section 32 Overview Report are outside the scope of the plan change.

Documents Incorporated by Reference

51. With respect to the Documents Incorporated by Reference, the proposed changes involve:

    a. Removing references to the **Code of Practice for Land Development 2012**, and adding references to an updated **Code of Practice for Land Development 2025**; and
    b. Removing references to the **Wellington Water Regional Standard for Water Services v3.0 December 2021**, and adding references to an updated **Wellington Water Regional Standard for Water Services v3.1 December 2024**.

6.0 Statutory and Policy Context

52. A section 32 analysis must evaluate how a proposal achieves the purpose and principles contained in Part 2 of the RMA.

53. Section 5 sets out the purpose of the RMA, to promote the sustainable management of natural and physical resources.

54. Sustainable management means:

Managing the use, development, and protection of natural and physical resources to enable people and communities to provide for their social, economic and cultural wellbeing and for their health and safety, while -

(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
(b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
(c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.

55. In achieving the purpose of the Act, the Council is required under sections 73 and 74, to have at all times a District Plan for Wellington City that accords with its functions under section 31 and Part 2 of the Act, including:

- Recognising and provide for the matters of national importance identified in matters of national importance in section 6;
- Having particular regard to the range of other matters referred to in section 7; and
- Taking into account the principles of the Treaty of Waitangi/Te Tiriti o Waitangi in section 8;
- Achieving integrated management of the effects of the use, development or protection of land and associated natural and physical resources;
- Ensuring that there is sufficient development capacity in respect of housing and business land to meet the expected demands of the city;
- Controlling the effects of the use, development, or protection of land; including in respect of natural hazards, contaminated land and maintaining indigenous biodiversity;
- Controlling noise; and
- Controlling the effects of activities in relation to the surface of water in rivers and lakes.

56. Sections 72 to 77 of the RMA sets out the purpose and processes associated with the development and operation of a District Plan, with the purpose being to assist territorial authorities to carry out their functions to achieve the purpose of the Act.

57. Section 75 outlines what must be and what may be included in the District Plan.

58. Section 76 authorises the inclusion of rules and section 77 details the activity statuses that can be applied to specific activities (among other things).

6.1 National Direction

6.1.1 National Planning Standards

59. Section 75(3)(ba) of the RMA requires that the District Plan gives effect to any national planning standard. The first set of standards came into force on 3 May 2019 and are centred around plan structure and format (for example, chapter headings, arrangement of chapters, zone names, spatial layers).

60. The 2024 District Plan was prepared under the 2019 National Planning Standards framework.

61. The proposals in this plan change continue to implement the National Planning Standards.

6.1.2 National Policy Statements and National Environmental Standards

62. There are eight National Policy Statements (NPS) currently in force:

- NPS for Electricity Transmission 2008
- New Zealand Coastal Policy Statement 2010
- NPS for Renewable Electricity Generation 2011
- NPS for Freshwater Management 2020
- NPS on Urban Development 2020
- NPS on Highly Productive Land 2022
- NPS for Greenhouse Gases from Industrial Process Heat 2023
- NPS on Indigenous Biodiversity 2023

63. There are nine National Environmental Standards (NES) currently in force:

- NES for Air Quality 2004
- NES for Sources of Human Drinking Water 2007
- NES for Electricity Transmission Activities 2009
- NES for Assessing and Managing Contaminants in Soil to Protect Human Health 2011
- NES for Telecommunication Facilities 2016
- NES for Freshwater 2020
- NES for Marine Aquaculture 2020
- NES for Storing Tyres Outdoors 2021
- NES for Commercial Forestry 2023

64. These national directions were addressed in the section 32 reports evaluating the notified PDP provisions and within relevant section 42A reports prepared in response to submissions.

65. Any NPS or NES specifically directive for an issue addressed in this plan change is addressed in the relevant topic-specific section 32 assessments or combined 'Statutory and Policy Direction Assessment' (for the Commercial and Mixed Use Zone and Residential Zone proposals).

66. In June 2025 the Government commenced consultation on two packages of national directions, as detailed below:

Amendments to national direction

New national direction	
Infrastructure and development (Package 1)	• National Policy Statement for Infrastructure • National Environmental Standards for Granny Flats (Minor Residential Units) • National Environmental Standards for Papakāinga • National Policy Statement for Natural Hazards
Review of, or changes to, existing national direction	
Infrastructure and development (Package 1)	• National Policy Statement for Infrastructure • National Environmental Standards for Granny Flats (Minor Residential Units) • National Environmental Standards for Papakāinga • National Policy Statement for Natural Hazards
Review of, or changes to, existing national direction	
Infrastructure and development (Package 1)	• National Policy Statement for Infrastructure • National Environmental Standards for Granny Flats (Minor Residential Units) • National Environmental Standards for Papakāinga • National Policy Statement for Natural Hazards

Primary sector (Package 2)	• Resource Management (National Environmental Standards for Marine Aquaculture) Regulations 2020 • Resource Management (National Environmental Standards for Commercial Forestry) Regulations 2017 • New Zealand Coastal Policy Statement 2010 • National Policy Statement for Highly Productive Land 2022 • Resource Management (Stock Exclusion) Regulations 2020 (Stock Exclusion Regulations) Multiple instruments for quarrying and mining provisions • National Policy Statement for Indigenous Biodiversity 2023 • National Policy Statement for Freshwater Management 2020 • Resource Management (National Environmental Standards for Freshwater) Regulations 2020 • National Policy Statement for Highly Productive Land 2022
Freshwater (Package 3)	• National Policy Statement for Freshwater Management 2020 • Resource Management (National Environmental Standards for Freshwater) Regulations 2020
Withdrawal of previously proposed amendments to national direction	
	• Proposed National Policy Statement for Renewable Electricity Generation 2011 amendments • Proposed National Policy Statement on Electricity Transmission 2008 amendments • Proposed National Policy Statement for Natural Hazards Decision-Making

67. The national direction is part of a broader reform programme that includes:

- Repealing the Natural and Built Environment Act and Spatial Planning Act in December 2023
- Making it easier to build granny flats – discussion document submissions closed August 2024
- The Resource Management (Freshwater and Other Matters) Amendment Act enacted in October 2024
- The Fast-track Approvals Act enacted in December 2024
- The Resource Management (Consenting and Other System Changes) Amendment Act 2025, which has completed Select Committee hearings with report to Parliament due mid-2025
- National direction on Going for Housing Growth consultation in June-July 2025
- Replacing the RMA with a Natural Environment Act to manage natural processes and resources and to protect significant ecosystems, and a Planning Act for land-use planning and to enable development and infrastructure.

68. The national direction is under the RMA, but will later be written to work within the proposed new planning legislation. The new bills for the Planning Act and Natural Environment Act are expected to be introduced to Parliament and published for submissions at the end of 2025.

69. On 16 July 2025 the Minister for RM Reform announced a *'stop on all unnecessary plan changes'*. This announcement may have implications for Plan Change 1. Officers consider that the plan change aligns with the goals of the Government with respect to enabling housing supply and will seek an exemption from the Minister for the Environment requesting approval for the plan change to proceed.

6.2 National Guidance Documents

70. The national guidance documents relevant to this plan change are generally consistent with those identified in the original section 32 evaluation reports prepared for the PDP, as detailed below.

National Guidance Relevant to Plan Change 1

Topic	Link to guidance document
Commercial and Mixed Use Zones	National guidance documents applicable to the CMUZ are provided at: a. Section 4.5 of the PDP Section 32 Report: CCZ; and b. Section 4.5 of the PDP Section 32 Report: Centres, Commercial, Mixed Use and Industrial Zones. These matters also apply to Plan Change 1. The following documents are also relevant: NPS-UD: Introductory-Guide-to-the-National-Policy-Statement-on-Urban-Development-2020.pdf Urban design: New Zealand Urban Design Protocol
Residential Zones	No national guidance was identified in the Section 32 Report: High and Medium Residential Zones. The following document is relevant: Medium Density Residential Standards: A guide for territorial authorities | Ministry for the Environment
Subdivision	Refer to section 4.5 of the PDP Section 32 Report: Subdivision. These matters also apply to Plan Change 1.
Noise	Refer to section 4.5 of the PDP Section 32 Report: Noise. These matters also apply to Plan Change 1.

71. The relevance of these national guidance documents and how they have been considered is addressed in the relevant topic-specific section 32 assessments or combined 'Statutory and Policy Direction Assessment' (for the Commercial and Mixed Use Zone and Residential Zone proposals).

6.3 Regional Policy Statement and Regional Plans

6.3.1 Regional Policy Statement

Regional Policy Statement for the Wellington Region 2013 (RPS)

72. Section 75(3) of the Act requires that the District Plan give effect to any regional policy statement.

73. The RPS 2013 provides an overview of the significant resource management issues affecting the region, and sets out a series of objectives, policies, and methods to address these issues and to achieve integrated management of the region's natural and physical resources. It includes a set of 34 policies that the District Plan is required, to give effect to (Policies 1-34) and a further 26 that need to be considered (Policies 35-60), along with corresponding objectives.

Plan Change 1 to the Regional Policy Statement

74. In August 2022, following notification of the PDP, Greater Wellington Regional Council (GWRC) notified Plan Change 1 to the RPS (RPS PC1). The overarching purpose of this plan change was to update the RPS 2013 to take into account new national direction.

75. GWRC notified the decisions on RPS PC1 on 4 October 2024. The decisions have been appealed and are awaiting mediation.

76. The Council has lodged an appeal on a number of matters. Nevertheless, RPS PC1 was addressed where relevant in the preparation of section 42A reports prepared for the 2024 District Plan.

77. Where the RPS 2013 and RPS PC1 provisions are relevant to this plan change, further analysis is provided in the relevant topic-specific section 32 assessments or the 'Statutory and Policy Direction Assessment' (for the Commercial and Mixed Use Zone and Residential Zone proposals).

6.3.2 Regional Plans

Natural Resources Plan

78. The Natural Resources Plan (NRP) is a consolidated plan for the Wellington region. Following resolution of the appeals the Natural Resources Plan (NRP) became operative on 28 July 2023, replacing the five formerly operative regional plans (listed above).

79. The NRP (appeals version) was taken into account in the preparation of the PDP and subsequent section 42A reports.

Plan Change 1 to Natural Resources Plan

80. GWRC has notified Plan Change 1 to the NRP (NRP PC1), with hearings commencing in 2024.

81. On 26 June 2025, GWRC resolved to suspend hearings on NRP PC1 until sufficient confidence in the national direction is available: Unconfirmed-Public-minutes-of-the-Council-meeting-on-26-June-2025.pdf.

82. Where the NRP (as amended through consent order) and NRP PC1 policies are relevant to this plan change further analysis is provided in the relevant topic-specific section 32 assessments or the 'Statutory and Policy Direction Assessment' (for the Commercial and Mixed Use Zone and Residential Zone proposals).

6.4 Iwi Management Plans

83. There are no Iwi Management Plans lodged with the Council.

6.5 Other Relevant Legislation or Regulations

84. There is currently no other legislation or regulations relevant to the matters addressed in Plan Change 1.

7.0 Partnership with Taranaki Whānui and Ngāti Toa Rangatira

7.1 Mana whenua acknowledgement

85. The Council acknowledges Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui) and Ngāti Toa Rangatira as mana whenua. The Council works in partnership with Taranaki Whānui and engages through the iwi authority, the Port Nicholson Block Settlement Trust and Ngāti Toa Rangatira though Te Rūnanga o Toa Rangatira

86. As mana whenua of Wellington, Taranaki Whānui and Ngāti Toa Rangatira and are afforded rights and responsibilities through Te Tiriti o Waitangi/The Treaty of Waitangi and the RMA that the Council accommodates. The Council also acknowledges Taranaki Whānui and Ngāti Toa Rangatira as kaitiaki (guardians of the land), with the right to practice kaitiakitanga and to provide for their traditional and cultural values.

7.2 Tākai Here Partnership

87. Tākai Here is a partnership agreement signed by our mana whenua partners, Taranaki Whānui, Ngāti Toa Rangatira and Te Rūnanganui o Te Āti Awa groups and Wellington City Council on 29 April 2022. It sets a framework, and roles and responsibilities for the ways the Council and mana whenua will work together for the benefit of the city and region.

7.3 Treaty Settlements

88. The Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act received Royal Assent on 4 August 2009 and took effect on 5 August 2009. This represents the final settlement of all historical Taranaki Whānui ki Te Upoko o Te Ika Treaty of Waitangi claims and includes:
    a. An agreed historical account and Crown acknowledgements, which form the basis for a Crown Apology to Taranaki Whānui, as well as a Statement of Forgiveness from Taranaki Whānui to the Crown;
    b. A cultural redress package that recognises the traditional, historical, cultural and spiritual association of Taranaki Whānui with places and sites owned by the Crown within their area of interest; and
    c. Financial and commercial redress.

89. The Ngāti Toa Rangatira Claims Settlement Act received Royal Assent 22 April 2014 and took effect on 23 April 2014. It represents the final settlement of all historical Ngāti Toa Rangatira Treaty of Waitangi claims and includes:
    a. An agreed historical account and Crown acknowledgments which form the basis for a Crown apology to Ngāti Toa Rangātira;
    b. A cultural redress package that recognises the traditional, historical, cultural and spiritual association of Ngāti Toa Rangatira with places and sites owned by the Crown within their area of interest; and
    c. Financial and commercial redress.

7.4 Further Work Ongoing with Iwi

90. The Council, in making its March 2024 decisions on the PDP, resolved to direct officers to begin work on a 'Te Ao Māori Plan Change'.

91. The purpose of the Te Ao Māori Plan Change is to understand and address concerns expressed in the PDP process from mana whenua and other iwi that the plan did not sufficiently or accurately recognise cultural and historical connections in Wellington City nor fully reflect their aspirations.

92. To date, the Council has had hui with Port Nicholson Block Settlement Trust, Wellington Tenths Trust, Te Rūnanga o Toa Rangatira and Muaūpoko Tribal Authority to understand resource management issues of significance to iwi and shape the scope of the Te Ao Māori Plan Change.

93. Notification of the Te Ao Māori Plan Change is expected in mid-2026.

7.5 Input from Iwi Authorities

Consultation under Clause 3 of Part 1 Schedule 1 of the RMA

94. In preparing Plan Change 1 Council officers have undertaken mandatory consultation with the Ministry for the Environment, mana whenua partners and iwi authorities and other parties who may be adversely affected to introduce the plan change and provide an overview of issues being addressed.

95. The table below details the response to this request and outcome of the Council's consultation during the development of the plan change. Responses to the advice received are addressed in relevant regulatory and policy direction assessment or topic-specific section 32 assessments.

Summary of responses to Clause 3 Consultation

Topic	Feedback received
Rezoning of Brooklyn Community Centre	• Support from Brooklyn Community Centre and Brooklyn Scouts. • Ministry of Education (owner of Brooklyn School) is neutral. • Support from owner of 19 McKinley Crescent.
Rezoning of Government House	• Government House supports the rezoning. • HNZPT supports the rezoning (subject to landowner support).
Frank Kitts Park	• Supported by Fale Malae Trust. • Not supported by Civic Trust.
Flood hazard mapping changes	• Various queries and requests for clarification from affected landowners. • Ministry of Education (owner of Ngaio Kindergarten) supports the change.
SCHED4 (Miramar Tunnels)	• HNZPT supports the change in principle.
Noise	• WIAL generally supports the amendments, but has requested minor amendments. • Design Network supports amending the NOISE provisions in principle.

Topic	Feedback received
Three waters	• WWL supports amending the Three Waters provisions and has assisted with the development of the recommended provisions. • WIAL has raised concerns about water sensitive design becoming a mandatory requirement and consenting requirements for stormwater discharge. • WIAL has requested changes to the wording of the chapeau of the rules. • GWRC supports the THW provisions applying to development in the General Rural Zone and Large Lot Residential Zone, if using three waters networks. • GWRC seeks the retention of the Restricted Discretionary Activity rule relating to the management of copper and zinc cladding. • GWRC supports permeable surface and water sensitive design rules in line with RPS Change 1 Policy FW.3(f), maximising use of these principles. GWRC seeks clarification that permeable surfaces are water sensitive design.
Earthworks	• GWRC notes that EW-R2 does not align with the NRP.
Natural Hazards and Coastal Hazards	• GWRC is generally supportive of the existing provisions, has not provided feedback on the amendments. • GWRC notes that the 2024 District Plan does not acknowledge kōhanga reo and research activities, which are defined as *'hazard sensitive activities'* in RPS PC 1, and seeks to make this explicit in the Plan. • GWRC notes that the RPS PC1 does not have a definition of *'less hazard sensitive activities'*.

Consultation under Clause 4A of Part 1 Schedule 1 of the RMA

96. Clause 4A (Further pre-notification requirements concerning iwi authorities) of Schedule 1 of the RMA requires that during the preparation of a plan change the Council:

    a. Shall consult with *'the tangata whenua of the area who may be so affected, through iwi authorities'* (clause 3(1)(d));
    b. Must provide a copy of any draft plan to any iwi authority previously consulted under clause 3 of Schedule 1 prior to notification (clause 4A(1)(a)) and allow adequate time and opportunity for those iwi authorities to consider the draft and to supply advice (clause 4A(1)(b)); and
    c. Have particular regard to any advice received before notifying the plan change (clause 4A(2)).

97. Clause 4A notice was sent to the following iwi authorities on 7 May 2025:

    a. Port Nicholson Block Settlement Trust
    b. Te Rūnanga o Toa Rangatira
    c. Wellington Tenths Trust
    d. Te Rūnanganui o Te Āti Awa
    e. Muaūpoko Tribal Authority

98. Section 32(4A) requires evaluation reports prepared in relation to a plan change to include a summary of:

    a. All advice received from iwi authorities concerning the proposal; and
    b. The response to that advice, including any proposed provisions intended to give effect to the advice.

99. As no iwi authorities provided feedback on the proposed plan change and no further commentary is available with respect to section 32(4A).

8.0 Other Consultation Undertaken

100. Given the discreet nature of the topics addressed in Plan Change 1, consultation has primarily been internal to Council (for example with the Resource Consents and Parks, Sport and Recreation Teams) or with parties directly impacted by a specific change (including landowners, where a rezoning is recommended).

101. Where consultation has taken place in relation to amendments recommended, this is detailed in relevant topic-specific section 32 assessment.

102. Additionally, in accordance with clause 34 of Schedule 1 of the RMA the Council served public notice of their intent to amend the Documents Incorporated by Reference in the District Plan on 7 May 2025.

103. A summary of the feedback received through this consultation is provided below.

Summary of responses to Clause 34 Consultation

Topic	Advice received
Code of Practice for Land Development 2025	• GWRC supports the updated Code of Practice overall, and has provided feedback on a number of sections/provisions. • Spencer Holmes considers that inclusion of the Code of Practice in the District Plan is inappropriate, noting that the standard has not been subject to any rigorous submission or decision process. Seeks that any relevant requirements of the Code of Practice are written into the District Plan. • Eleonora Spagnara, Ermanno Lubich, Davide Lubich and family have raised concerns about the Code of Practice and seeks a simplified version of the Code that identifies a set of international/national standards, roles and responsibilities and leaves the details out completely. This feedback has a number of signatories. • Stephen Watson, Christine Watson, Long Gully Station Trust, FRST Developments Ltd and Te Awa Roa Trust have raised concerns about the Code of Practice and seeks a simplified version of the Code that identifies a set of international/national standards, roles and responsibilities and leaves the details out completely. This feedback has a number of signatories.
Wellington Water Regional Standard for Water Services v3.1 December 2024.	• Spencer Holmes considers that inclusion of this standard in the District Plan is inappropriate, noting that the standard has not been subject to any rigorous submission or decision process. Seeks that any relevant requirements of the standard are written into the District Plan.

9.0 Evaluation of the proposal

9.1 Analysis of Resource Management Issues

104. Section 1.2 of this report sets out the origins and purpose of plan change 1.

105. These matters form the relevant resource management issues that need to be addressed.

106. The table below provides further analysis on the effect of these resource management issues and the response of the plan change.

Resource management issues

Issue	Why this is an issue	Response
Some provisions lack clarity and certainty or there are issues with their implementation.	Feedback from internal and external parties has identified provisions that lack clarity and certainty or there are issues with their implementation which gives rise to inefficient implementation of the plan resulting in unnecessary cost.	**Make changes to provisions which are resulting in plan implementation issues or which clarity and certainty.** • Collate list of issues. • Identify and assess options for addressing these issues (topic- specific section 32 evaluation reports). • Consider Plan-wide implications and whether consequential amendments are required. • Provide amended provisions and/or District Plan maps.
Respond to matters as directed by the Wellington City Council	The Council has directed matters be addressed which officers must respond to in this plan change.	**The plan change includes matters directed by the Wellington City Council**. • Rezoning of Brooklyn Community Centre • Amendments to noise standards •
There are minor errors in some provisions	Minor errors in provisions gives rise to a lack of clarity and certainty which causes inefficient implementation of the plan resulting in unnecessary cost. These provisions are outside of the scope of clause 20A amendments. Accordingly an analysis of the effects of amending the provisions is required.	**Make changes to erroneous provisions which are resulting in plan implementation issues or which clarity and certainty.** • Collate list of errors • Identify and assess options for correcting errors (topic-specific section 32 assessments) • Consider Plan-wide implications and whether consequential amendments are required • Provide amended provisions and/or District Plan maps
Update Documents Incorporated by Reference in the District Plan	The Code of Practice is due for a review to reflect current best practice and update references to any outdated standards The Wellington Water Regional Standard for Water Services has been reviewed and a new version applies. References in the District Plan to v3.0 of the standard are outdated.	**Incorporate by reference a new Code of Practice for Land Development.** • Work with other teams within Council to review the Code of Practice in line with best practice • Make consequential amendments throughout the Plan to refer to the updated version of the Code of Practice **Incorporate by reference a new Wellington Water Regional Standard for Water Services** • Adopt updated version of Regional Standard (v3.1) • Make consequential amendments throughout the Plan to refer to the updated version of the standard.

9.2 Overview of the Proposals

107. The table below sets out the topics and lists the topic-specific section 32 evaluations prepared for this plan change.

Topics addressed in Plan Change 1

Plan Change 1 Contents	
Plan Integration	a. Consistent use of 'is not achieved' vs 'cannot be achieved' across the District Plan
Update Documents Incorporated by Reference	a. Code of Practice for Land development 2025 b. Wellington Water Regional Standard for Water Services v3.1 December 2024
Zoning	a. Change to zoning of residential heritage area sites b. Consideration of rezoning options including: i. Government House, 1 Rugby Street, Mt Cook ii. Brooklyn Community Centre, Playcentre and Scout Hall, 18, 22 and 24 Harrison Street, Brooklyn iii. 306, 324 and 340 South Makara Road, Makara, along with 185 South Makara Road (adjoining 340 South Makara Road)
Commercial and Mixed Use Zone Chapters	a. Regulatory and Policy Direction Assessment b. New definition of Verandah Level c. Amend MCZ-O3: Amenity and Design d. Amend CCZ-P9, MCZ-P7, LCZ-P7, NCZ-P7: Quality Development Outcomes e. Amend CCZ-P1, MCZ-P2, LCZ-P2, NCZ-P2, MUZ-P2: Enabled activities and creation of new rule to permit hospital activities and healthcare facilities f. Amend the following rules and standards: i. CCZ-P2, CCZ-R16, MCZ-R12, LCZ-R10, NCZ-R10: Residential activities ii. CCZ-R18, MCZ-R15, LCZ-R13, NCZ-R13, MUZ-P2, MUZ-Rx: Carparking activities iii. CCZ-R23, MCZ-R24, MCZ-R21, CCZ-S4, MCZ-S2: Minimum building height iv. CCZ-S12, MCZ-S11, LCZ-S10, NCZ-S10: Maximum building depth for residential activities v. MUZ-S1: Maximum height for the purposes of MUZ-R18.2 g. New setback from the rail corridor in the Neighbourhood Centre Zone
Residential Zone Chapters	a. Regulatory and Policy Direction Assessment b. Amend the following rules: i. MRZ-R11, MRZ-R12, MRZ-R15, HRZ-R11, HRZ-R12, HRZ-R15: Rule titles ii. MRZ-R11, HRZ-R11, HRZ-R12, MRZ-S4, HRZ-S4: Boundary setbacks c. Amend the following standards: i. HRZ-S10 and MRZ-S10: Fences and standalone walls ii. MRZ-S13: Outlook space iii. HRZ-S14: Minimum privacy separation to a boundary for multi-unit housing or a retirement village iv. HRZ-S15: Building depth for multi-unit housing or a retirement village *(refer to Commercial and Mixed Use Zones: CCZ-S12, MCZ-S11, LCZ-S10, NCZ-S10 assessment)* d. Residential Design Guide i. Include section on Lower Kelburn in the Character Precinct Appendix
Special Purpose Waterfront Zone	a. Amend the provisions for Frank Kitts Park enable redevelopment of the Frank Kitts car park building into a new building (Fale Malae) b. Associated amendments to mapping

Historic Heritage	a. Amend SCHED4: Scheduled Archaeological Sites i. Amend details in DP Ref 2: Moa Point Tunnels ii. Amend mapping of *Tunnel 2*
Subdivision Chapter	a. Add / amend of references to documents incorporated by reference b. Amend the following subdivision policy, rules and standard: i. SUB-P8 – Remove reference to the Code of Practice for Land Development 2012 ii. SUB-P9, SUB-R1, SUB-R3 - Added clarity to the requirements for esplanade reserves and strips iii. SUB-R1, SUB-R2, SUB-R3, SUB-R4 and SUB-R5 – Amend to include easements as a matter of control/discretion; amend activity status of SUB-R2.1 iv. SUB-R1 – Amend notification clauses for clarity v. SUB-R15 – Correct reference to policy in Public Access chapter vi. SUB-S5 – New standard specific to telecommunications supply
Three Waters Chapter and Three Waters Connections in Subdivision Chapter	a. Add / amend of references to documents incorporated by reference b. Restructuring of, and amendments to, the rules and standards: i. Extend THW requirements to the General Rural Zone and Large Lot Residential Zone where development is using three waters networks or have stormwater effects ii. Convert the copper and zinc building cladding/roofing from a Restricted Discretionary Activity rule into a Controlled Activity rule iii. Simplify the application of permeable surface and water sensitive design rules and standards across different zones and activities iv. Amend the three water connections requirements for new buildings to be specific standards in a new Appendix v. Minor ordering and rephrasing amendments c. Add new Appendix 17 – Three Waters Connections Note: These matters are addressed in a single report.
Earthworks Chapter	a. Amend the following rule: i. EW-R2 – Earthworks for constructing and maintaining tracks in the General Rural Zone ii. Replace references to the 'Code of Practice for Land Development 2012' in the assessment criteria with 'Code of Practice for Land Development 2025', and add additional assessment criteria
Natural Hazards and Coastal Environment Chapters	a. Amend the following policy, rules and standards, chapter introductions and definitions: i. CE-P25 and CE-R17 - Improve consistency in relation to Crown Entities enabled to undertake hazard mitigation works ii. NH-R1, NH-R4, Introductions to Natural Hazards and Coastal Hazards chapters, and amendment to definition of *Less Hazard Sensitive Activities* and *Hazard Sensitive Activities Amendments* to ensure buildings and structures are appropriately controlled in hazard overlays b. Amend flood hazard mapping applied to specific properties to reflect updated Wellington Water Limited flood modelling
Noise Chapter and Appendix 5	a. Amend the following rules and standards: i. NOISE-R4: Helicopter landing noise and Agricultural Aviation ii. NOISE-R3, NOISE-S4, NOISE-S5, NOISE-S6: Acoustic Insulation iii. NOISE-S6: Ventilation b. Amend APPENDIX 5: Fixed Plant Noise Standards

9.3 Scale and Significance

108. This plan change contains a variety of different proposals relating to different chapters of the 2024 District Plan.

109. Each proposal would result in environmental effects at a scale and significance of their own right.

110. The scale and significance of the environmental, economic, social, and cultural effects of the collective provisions in this plan change are evaluated.

Scale and Significance of Plan Change 1

Criteria	Scale/Significance			Comment
	Low	*Medium*	*High*	
Basis for change		√		• The plan change responds to issues arising since notification of the 2024 District Plan decisions and seeks to improve implementation. • The plan change responds to direction from the Wellington City Council.
Addresses resource management issues		√		• The proposals address resource management issues primarily related to plan clarity, certainty and implementation efficiency. • Some errors are also proposed to be corrected. • Plan Change 1 addresses the need to have an up to date and effective District Plan.
Degree of shift from the status quo	√			• The proposed amendments are generally related to improving the efficiency, effectiveness, and clarity of existing provisions • The proposed amendments do not seek to significantly alter the intent of the existing provisions and in some cases seek to better align the provisions with the intent that was set out in the s32 reports for the provisions originally. • The proposed site-specific rezonings are representative of the most appropriate zoning based on existing patterns of land use. Therefore, while the zoning for these land parcels will change, the activities occurring within them generally will not due to designations.
Who and how many will be affected/ geographical scale of effect/s		√		• The geographical scale of the effects is the entirety of Wellington City. • Changes to objectives, rules and policies will have City-wide implications; however, there is unlikely to be a high degree of public interest due in the changes, which seek to improve implementation of these provisions. • Effects associated with rezonings will be localised in nature, but occur across the City.
Degree of impact on or interest from iwi/ Māori	√			• Mana whenua and iwi authorities have indicated a low level of interest in this plan change. • The proposed amendments have limited significance in relation to principles of the Treaty of Waitangi.

Criteria	Scale/Significance			Comment
	Low	*Medium*	*High*	
Timing and duration of effects		√		• The impact of the proposed plan change will be ongoing from the time it takes effect. • The timing and duration of effects will be specific to the different issues that the plan change seeks to address.
Type of effects	√			• The nature of effects associated with the plan change will be specific to the different issues that the plan change seeks to address. Generally, these are positive economic and environmental effects. • Some effects will be district wide, while others will be localised, particularly with respect to rezonings.
Degree of risk and uncertainty	√			• The proposed amendments align with direction in higher order documents which support improving the clarity and simplicity of Plan provisions. • The proposals of this plan change are made within the context of the now largely operative 2024 District Plan provisions. • Changes are limited in scale and scope and the level of risk and uncertainty is low, albeit commensurate in scale to the specific changes sought.

111. Overall, the scale and significance of the proposed provisions are considered to be **low** for the following reasons:

- While the new 2024 District Plan provisions represented a significant change from the 2000 District Plan provisions, this plan change represents only a low degree of change from the now largely operative 2024 District Plan provisions.
- The amended provisions are intended to provide clarity and improve implementation, and are consistent with the strategic direction of the 2024 District Plan.
- Effects of any rezoning will be localised.

112. Based on this assessment, the topic-specific section 32 assessments generally contain a lower level of detail and analysis for the proposed provisions. Those issues are comparatively more significant contain a higher level of detail.

9.4 Quantification of Benefits and Costs

113. Section 32(2)(b) requires that, where practicable, the benefits and costs of a proposal are to be quantified.

114. Given the scale and significance of the proposals no separate economic evaluation was commissioned which quantifies associated benefits and costs of the proposal. Topic-specific section 32 assessments address economic costs and benefits in a qualitative sense.

List of Appendices

Plan Integration

1. Review consistency in use of 'is not achieved' vs 'cannot be achieved' across the District Plan

Zoning

2. Zoning of residential heritage area sites
3. Government House, 1 Rugby Street, Mt Cook
4. Brooklyn Community Centre, Playcentre and Scout Hall, 18, 22 and 24 Harrison Street, Brooklyn
5. 306, 324 and 340 South Makara Road, Makara, along with 185 South Makara Road (adjoining 340 South Makara Road)

Commercial and Mixed Use Zone Chapters

6. Regulatory and Policy Direction Assessment
7. Definition of Verandah Level
8. MCZ-O3: Amenity and Design
9. CCZ-P9, MCZ-P7, LCZ-P7, NCZ-P7: Quality Development Outcomes
10. CCZ-P1, MCZ-P2, LCZ-P2, NCZ-P2, MUZ-P2: Enabled activities and creation of new rule to permit hospital activities and healthcare facilities
11. CCZ-P2, CCZ-R16, MCZ-R12, LCZ-R10, NCZ-R10: Residential activities
12. CCZ-R18, MCZ-R15, LCZ-R13, NCZ-R13, MUZ-P2, MUZ-Rx: Carparking activities
13. CCZ-R23, MCZ-R24, MCZ-R21, CCZ-S4, MCZ-S2: Minimum building height
14. CCZ-S12, MCZ-S11, LCZ-S10, NCZ-S10: Maximum building depth for residential activities
15. MUZ-S1: Maximum height for the purposes of MUZ-R18.2
16. NCZ-Sx: New setback from the rail corridor in the Neighbourhood Centre Zone

Residential Zone Chapters

17. Regulatory and Policy Direction Assessment
18. MRZ-R11, MRZ-R12, MRZ-R15, HRZ-R11, HRZ-R12, HRZ-R15: Rule titles
19. MRZ-R11, HRZ-R11, HRZ-R12, MRZ-S4, HRZ-S4: Boundary setbacks
20. HRZ-S10 and MRZ-S10: Fences and standalone walls
21. MRZ-S13: Outlook space
22. HRZ-S14: Minimum privacy separation to a boundary for multi-unit housing or a retirement village
23. HRZ-S15: Building depth for multi-unit housing or a retirement village *(refer to Commercial and Mixed Use Zones: CCZ-S12, MCZ-S11, LCZ-S10, NCZ-S10 assessment)*
24. Residential Design Guide: Lower Kelburn Character Precinct Appendix

Special Purpose Waterfront Zone

25. Provisions for Frank Kitts Park enable redevelopment of the Frank Kitts car park building into a new building (Fale Malae)

Historic Heritage

26. SCHED4: Scheduled Archaeological Sites

Subdivision Chapter

27. SUB-P9, SUB-R1, SUB-R3 - Added clarity to the requirements for esplanade reserves and strips
28. SUB-R1, SUB-R2, SUB-R3, SUB-R4 and SUB-R5 – Amend to include easements as a matter of control/discretion; amend activity status of SUB-R2.1
29. SUB-R1 – Amend notification clauses for clarity
30. SUB-R15 – Correct reference to policy in Public Access chapter
31. SUB-S5 – New standard specific to telecommunications supply

Three Waters Chapter and Three Waters Connections in Subdivision Chapter

32. Three Waters Chapter and Three Waters Connections in Subdivision Chapter

Earthworks Chapter

33. EW-R2 – Earthworks for constructing and maintaining tracks in the General Rural Zone
34. Replace references to the 'Code of Practice for Land Development 2012' in the assessment criteria with 'Code of Practice for Land Development 2025', and add additional assessment criteria. Additionally, delete reference to 'Code of Practice for Land Development 2012' from SUB-P8 in its entirety.

Natural Hazards and Coastal Environment Chapters

35. CE-P25 and CE-R17 - Improve consistency in relation to Crown Entities enabled to undertake hazard mitigation works
36. NH-R1, NH-R4, Introductions to Natural Hazards and Coastal Hazards chapters, and amendment to definition of *Less Hazard Sensitive Activities* and *Hazard Sensitive Activities Amendments* to ensure buildings and structures are appropriately controlled in hazard overlays
37. Flood hazard mapping applied to specific properties to reflect updated Wellington Water Limited flood modelling

Noise Chapter and Appendix 5

38. NOISE-R4: Helicopter landing noise and Agricultural Aviation
39. NOISE-R3, NOISE-S4, NOISE-S5, NOISE-S6: Acoustic Insulation
40. NOISE-S6: Ventilation
41. APPENDIX 5: Fixed Plant Noise Standards

Wellington City District Plan – Omnibus Plan Change Language of 'cannot be achieved' vs 'is not achieved'
Scope of Proposed Change To amend the term 'cannot be achieved' to 'is not achieved' to ensure that the language used throughout the District Plan is consistent.
Background The matter of 'cannot be achieved' vs 'is not achieved' was raised by the Independent Hearing Panel throughout the Tranche 1 hearing process: *"With respect to HRZ-R17 (Construction of any other building or structure, including additions and alterations), we asked Mr Patterson whether the trigger for restricted discretionary activity status should be "cannot be achieved", as notified, or alternatively "are not" (achieved). While Mr Patterson's view was that there was no material difference, he recommended that further changes be made to HRZ rules to ensure the former term is used consistently. We believe that there is a potentially material difference between the two. Asking whether the outcome "cannot" (be achieved) risks being read literally when what is called for is a simple determination as to compliance or non-compliance. For that reason, we favour "is not" or "are not" (achieved) and recommend the adoption of this wording into the relevant rules (including in the MRZ Chapter), accepting in this regard a Victoria University submission[#406.2]."*[1] It was also raised through Tranche 2: *"In addition to the above questions, can all reporting officers for Hearing Stream 7 please advise whether the replacement of the term "cannot be achieved" with "is not achieved" in the rules has been fully captured, in line with changes made to rules in previous hearings."*[2] Following on from the Panel's direction, this change was made to all Tranche 2 instances of 'cannot be achieved' as a consequential amendment. The same amendment was not made to all Tranche 1 uses of the term. As such there is a matter of consistency that needs to be addressed.
Issue An audit of the operative 2024 District Plan provisions (Tranche 1 decisions) has identified that 'cannot be achieved' is still used in a number of provisions. This wording is not consistent with the Panel's recommendations and results in inconsistency within the Plan.
Assessment of Options *Relevant Options* For the purposes of this evaluation, the following options have been considered: • Option 1: Status quo. • Option 2: Amend the term 'cannot be achieved' to 'is not achieved'.

[1] Paragraph 216, Report and Recommendations of Independent Commissioners Report 2A
[2] Paragraph 3, Minute 46: Hearing Stream 7 Follow-up

Cost/Benefit Assessment

The proposed amendment does not alter how the Plan provisions will be implemented.

No social, environmental, economic or cultural costs or benefits have been identified for either option.

Effectiveness and efficiency

There will be benefits in terms of Plan consistency, allowing for improved Plan interpretation and more efficient Plan administration.

Risk of acting/not acting

There are no significant risks associated with any options identified above.

Recommended Option

Following the assessment above, Option 2 is the preferred option.

Recommended Changes

Three Waters	THW-R7.2.a THW-R8.2.a	is not ~~cannot be~~ achieved
Viewshafts	VIEW-R1.2.a VIEW-R2.4.a	is not ~~cannot be~~ achieved
Wind	WIND-R1.5.a WIND-R1.6.a	is not ~~cannot be~~ achieved
Development Area: Kilbirnie Bus Barns	DEV1-R1.2.a DEV1-R1.3.a	is not ~~cannot be~~ achieved
Medium Density Residential Zone	MRZ-PREC03-R4.3.a	is not ~~cannot be~~ achieved
High Density Residential Zone	HRZ-R13.2.a	is not ~~cannot be~~ achieved
Mixed Use Zone	MUZ-R2.2.a MUZ-R11.2.a MUZ-R12.2.a MUZ-R13.2.a MUZ-PREC01-R1.2.a MUZ-R18.2.a MUZ-R20.2.a	is not ~~cannot be~~ achieved

Metropolitan Centre Zone	MCZ-R12.2.a	is not ~~cannot be~~ achieved
Local Centre Zone	LCZ-R10.2.a LCZ-R18.2.a LCZ-R19.2.a LCZ-R19.3.a	is not ~~cannot be~~ achieved
Neighbourhood Centre Zone	NCZ-R10.2.a	is not ~~cannot be~~ achieved
Large Lot Residential Zone	LLRZ-R2.2.a LLRZ-R3.2.a LLRZ-R4.2.a LLRZ-R5.2.a LLRZ-R11.2.a LLRZ-R12.2.a	is not ~~cannot be~~ achieved
Subdivision	SUB-R27.3.b	is not ~~cannot be~~ achieved
Earthworks	EW-R14.2.a	is not ~~cannot be~~ achieved
Historic Heritage	HH-R8.2.a HH-R9.2.a HH-R21.3.a HH-R21.4.a HH-R24.2.a HH-R25.2.a	is not ~~cannot be~~ achieved
Notable Trees	TREE-R1.2.a TREE-R2.2.a TREE-R3.2.a	is not ~~cannot be~~ achieved
Sites and Areas of Significance to Māori	SASM-R3.2.a SASM-R4.2.a SASM-R5.2.a	is not ~~cannot be~~ achieved

Wellington City District Plan – Omnibus Plan Change

Zoning of Residential Heritage Areas

Scope of Proposed change

To rezone the sites at 49 Porritt Avenue, 104 Elizabeth Street and 38 Austin Street, Mt Victoria to ensure that all sites within residential heritage areas are zoned Medium Density Residential Zone.

Background

Scheduled heritage areas located in residential zones have typically been zoned Medium Density Residential Zone (MRZ), rather than High Density Residential (HRZ). HH-P12 – HHP17 contain policies relevant to heritage areas.

Character Precincts seek to manage the effects of development on the character values of specifically identified areas in the City, whereas heritage areas regulate the effects of development on identified heritage values.

There are three sites where the HRZ has been applied in a heritage area, instead of MRZ. This occurred in the Councillor Proposed Amendments map.

Only a few sites have been affected by this issue, as for the most part heritage areas fall directly within Character Precincts, however the three identified sites below are an exception. This issue was created due to an error in a mapping exercise just prior to the provisions becoming operative. The error is also evident as the zoning of the legal road still shows as MRZ while the site is shown as HRZ. The sites were notified as MRZ and proceeded through hearings as MRZ.

The three sites are:

- **49 Porritt Avenue**



- **104 Elizabeth Street**



- **38 Austin Street**



Note that the pink outline in the images above shows the boundary of the heritage area.

Assessment of Options

Relevant options

For the purposes of the evaluation, the following options have been considered:

- Option 1: Retain the status quo; and
- Option 2: Rezone the three HRZ sites within heritage areas to MRZ.

Cost/benefit assessment

Option 1: Status Quo - Retain HRZ for the three sites within heritage areas

Retaining the status quo for these sites could result in environmental costs as the HRZ enables a 22m maximum building height limit (unless otherwise noted in the planning maps). This level of development would detract from the heritage values that the heritage area seeks to protect. Loss of historic heritage is also a social and cultural cost. The recognition and protection of historic heritage will ensure that present and future generations can enjoy, learn, and benefit from the identified buildings, structures, areas, and sites.

This option may have economic benefits if more height were able to be built on the site with it being HRZ rather than MRZ. However, that would likely be inconsistent with the heritage values of the site and, noting that resource consent would be required under the Historic Heritage chapter, this level of development potential may not be realised.

Option 2: Rezone the three HRZ sites within Heritage Areas to MRZ

This option ensures that all residential heritage area sites have a consistent zoning, which is MRZ. The three sites zoned HRZ are an anomaly and there is no evidential basis for this. As such, it is considered to be an error in the planning maps that should be corrected through this plan change process.

This option has environmental, social and cultural benefits as the bulk and density requirements in the MRZ align more closely with the values of heritage areas, which seek to respect any neighbourhood patterns of the heritage area, ensure the work is compatible with the scale, form, proportions, design and materials of the heritage area, and maintain a consistent pattern of front façade alignment (HH-P15.1.a-c). As mentioned above, the recognition and protection of historic heritage will ensure that present and future generations can enjoy, learn, and benefit from the identified buildings, structures, areas, and sites. Zoning all heritage area sites MRZ provides a social benefit through increased clarity and consistency for affected landowners.

Effectiveness and efficiency

The amendment to change the zoning of the three identified heritage area sites to MRZ will ensure the heritage areas can be effective in retaining the values of the sites. The height limits of the MRZ align more closely with heritage values, hence the amendment is considered to be the most effective way of ensuring that heritage areas operate as intended.

Risk of acting/not acting

There are not significant risks associated with any options identified above.

Consultation

The Council's Heritage Team has advised they are supportive of this change.

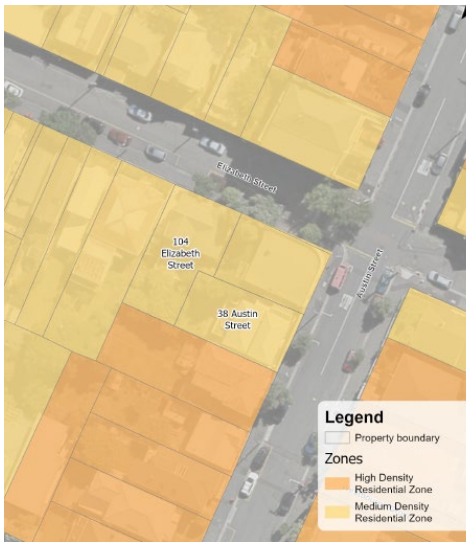
Owners of the sites and adjoining property owners have been consulted on the proposed change. No feedback was received.

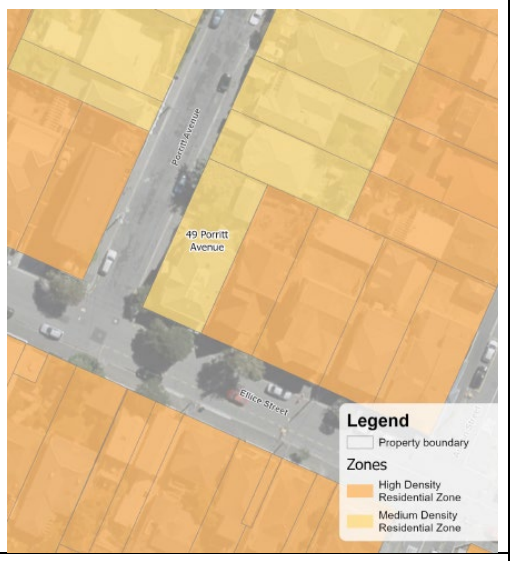
Recommended Option

Following the assessment above, Option 2 is the preferred option. This ensures consistent zoning across all Heritage Area sites

Recommended Changes

The Planning maps is amended as follows:





Consequential Amendments

No consequential amendments are required.

Wellington City District Plan - Omnibus Plan Change

Rezoning of Government House, 1 Rugby Street, Newtown

Scope of Proposed Change

To rezone Government House (1 Rugby Street) from High Density Residential Zone to Open Space Zone to recognise the characteristics of the site, established land use activities and the cultural and social importance of the site.

Background

Council officers have identified that High Density Residential Zone (HRZ) may not be the most appropriate zone for 1 Rugby Street (Government House) and has recommended that the zoning be reconsidered.

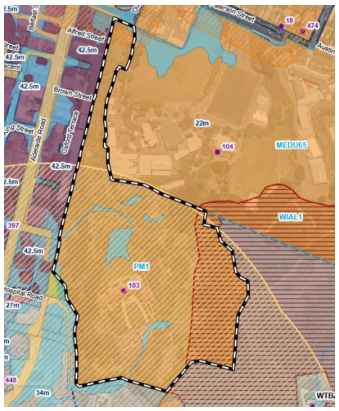
The site:

The (124,506 m^2) site is located south of Rugby Street and is zoned HRZ under the 2024 District Plan.

The site contains Government House (ref: 103), a scheduled heritage building, the Mount View Asylum Wall (former) (ref: 10), a scheduled heritage structure, as well as Te Ranga a Hiwi (ref: 129) a Taranaki Whānui ki Te Upoko o Te Ika Category A scheduled Site and Area of Significance to Māori (SASM). The site is designated as The Prime Minister (PM1). The PM1 designation purpose is that Government House and the grounds are used for vice regal purposes as the Wellington residence of the Governor General, and activities are restricted to those provided for in the conditions of the designation.

The site is located south of Rugby Street, and borders the Wellington Town Belt to the east, Wellington East Girls' College and Wellington College to the north, Wellington Regional Hospital and a small section of public green space used by Kaicycle Urban Farm and Composting to the south. To the west the land is zoned City Centre Zone (CCZ) and is occupied by a mixture of residential and commercial buildings. The site sits across the road to the south-east of the Basin Reserve, which is also a scheduled heritage item.

The site is shown below, with the 2024 District Plan zoning and applicable notations and overlays provided on the right.



- High Density Residential Zone
- Flood Hazard Overlay - Inundation Area
- Flood Hazard Overlay - Overland Flowpath
- Heritage Building (SCHED1)
  - Ref 103: Government House
- Sites and Areas of Significance to Māori - Extent (SCHED7)
  - Te Ranga a Hiwi
- Designation Setbacks (State Highway Designation)
- Helicopter Noise Advisory Overlay

Designations

- PM1 - The Prime Minister

Heritage New Zealand Pouhere Taonga:

In addition to the District Plan notations shown above, the New Zealand Heritage List/Rārangi Kōrero identifies Government House as a Category 1 heritage building (ref. 218) and Mt View Asylum Garden Wall as a Category 2 listed item (ref. 1407). The site is also afforded protection under the Heritage New Zealand Pouhere Taonga Act 2014 as an archaeological site (ref. R27/385).

History of the site and zoning:

The site was originally part of the Wellington Town Belt, which was set aside as public open space in the original Wellington town plan. The town belt is recognised in the Special Purpose Wellington Town Belt Zone and remains an important feature in the city's landscape, providing a green backdrop around the central city and inner suburbs. Although the Government House site was alienated from the town belt, its largely green, unbuilt character continues to contribute to the open space of the town belt and cultural landscape of the Te Ranga a Hiwi ridgeline.

There are various buildings on the site but the dominant character, from the entrance through the whole site, is that of a parkland, with lawns, planting and associated park features such as paths and seats. The green character of this parkland and the formal gardens provide an appropriate aesthetic and grand-scale setting for the vice-regal residence. The existing open space character is therefore consistent with the current vice-regal use and with the site's cultural and Wellington Town Belt origins.

Under the 2000 District Plan the site was split zoned, with the Rugby Street access leg zoned as Inner Residential Area and the remainer and majority of the site was zoned Open Space B (*Map - District Plan*).

Policy 3(c)(ii) of the National Policy Statement on Urban Development 2020 requires that land within a walkable catchment of the edge of the CCZ must enable building heights of at least 6 storeys (unless subject to a 'qualifying matter'). Consequently, the whole Government House site was zoned HRZ. Notably, the scheduled heritage building and SASM on the site would both be qualifying matters preventing 6 storey development; however, this could conceivably occur elsewhere on the site where it could be demonstrated that any effect on cultural and heritage values were acceptable.

Noting the qualifying matters (heritage and SASMs) it is not clear why the site was rezoned from primarily Open Space B under the 2000 District Plan to HRZ. There is no record within any Issues and Options Paper or Section 32 Report prepared as part of the District Plan Review as to whether retaining the 2000 District Plan split zoning or Open Space B zoning (ie zoning the site as OSZ) was considered prior to notification of the Proposed District Plan (now being the operative 2024 District Plan).

No submission was received from the Office of the Prime Minister with respect to the zoning.

Issue

That the High Density Residential Zoning of the Government House site does not appropriately reflect the characteristics of the site, including its relationship with the scheduled heritage building and SASM, or the vice regal activities that occur there.

2024 District Plan - Strategic Direction

The following objectives in the Strategic Direction chapter of the 2024 District Plan are relevant to this issue:

CC-O2	Wellington City is a well-functioning Capital City where: 1. A wide range of activities that have local, regional and national significance are able to establish and thrive; ... 6. Values and characteristics that are an important part of the City's identity and sense of place are identified and protected.
HHSASM-O1	Significant buildings, structures, areas, and sites that exemplify Wellington's historical and cultural values are identified, recognised and protected.
HHSASM-O3	The cultural, spiritual and/or historical values associated with sites and areas of significance to Māori are protected.

Assessment of Options

Relevant Options

There are two options for addressing the issue, these being:

1. Status quo, the whole site remains as High Density Residential Zone; or
2. Rezone the site as Open Space Zone.

Cost/Benefit Assessment

Option 1: Retain the status quo, the whole site remains as High Density Residential Zone

This option sees the site remain as HRZ. In the Plan HRZ *"are used predominantly for residential activities with a high concentration of build of buildings and other compatible activities".* That said, in the case of Government House the key influence on development is the PM1 Designation. The PM1 designation's purpose is that Government House and the grounds are used for vice regal purposes as the Wellington residence of the Governor General. The PM1 designation does not provide for private residential development to be constructed on the site.

While the HRZ does permit residential activities on the site, these could only be constructed under the zone provisions either by, or with approval from, the Requiring Authority. This reduces the likelihood of the residential development potential enabled on the site from being realised.

The costs and benefits of retaining the status quo are as follows:

Costs	**Benefits**
Environmental • Residential development on the site would detract from the established heritage values. • Potential loss of open space attributes, including visual landscape. • Residential development of the site would detract from the heritage values, including the historically significant Government House gardens and the Wellington Town Belt setting.	*Environmental* • Potential enabling of activities and buildings permitted in the HRZ, thereby contributing to theoretical residential development capacity. • If existing designated activities remain, an environmental benefit will be retention of the ecological benefits associated with the Government House gardens, including ecological habitat and biodiversity.

Economic • There are no economic costs associated with this option. *Social* • Under the current zoning there is potential for public access to the Government House building and gardens at specific times, which could be removed if residential development occurs. This would reduce the social benefits (ie recreation benefits) associated with this land. *Cultural* • The SASM provides cultural benefits that will remain regardless of the zoning. Therefore, there are no direct or indirect cultural costs specifically attributable to the rezoning.	• Retention of the visual amenity that the gardens and relatively undeveloped land parcel provide to the wider city. *Economic* • Should residential development occur, there would be an economic benefit to developers. *Social* • Should residential development occur, there would be a social benefit in the form of housing supply. *Cultural* • The SASM and heritage listed building provide cultural benefits that will remain regardless of the zoning. Therefore, there are no cultural benefits specific to retaining the status quo.

Effectiveness and Efficiency

This option would allow the site to continue its current use. However, it is not the most effective way to recognise the heritage and cultural significance of the site or its established landscape values.

Overall Evaluation of Option 1

The activities occurring within the Government House site are largely determined by the designation, and retaining the HRZ is not an inappropriate option at this time. However, to better reflect the characteristics of the site, in particular the nationally significant heritage building and SASM, and reflect the site's historical and spatial relationship to the adjacent Wellington Town Belt Zone, this zoning is not the preferred option.

Option 2: Rezone 1 Rugby Street as Open Space Zone

This option is for the site to be rezoned as Open Space Zone (OSZ).

Objective OSZ-O1 sets out the purpose of the OSZ as follows:

> *"Open space areas are predominately used by the public for a wide range of passive and active recreation activities, and may accommodate open space community activities, in such a way that maintains, and where possible, enhances the predominant character and amenity values of the Open Space Zone, which include:*
>
> 1. *An open and spacious character;*
> 2. *A low level of built form and development; and*
> 3. *Buildings and structures are predominately ancillary to recreation or conservation activities*".

The OSZ caters for both passive and active recreational activities with limited associated facilities, buildings and structures. The OSZ permits activities such as informal recreation activities, organised sport and recreation activities, gardens including community gardens, construction, maintenance, alteration of or addition to footpaths and tracks and, open space community activities in existing buildings.

Activities not covered in OSZ-R1 – OSZ-R10 will require resource consent for a discretionary activity. Construction, alteration of, and addition to, buildings and structures in the OSZ are permitted when they meet standards around maximum height, height in relation to boundary, maximum gross floor area (100m2) and maximum building coverage (10%). Any building activities exceeding the permitted activity standards would require resource consent for a restricted discretionary or discretionary activity, depending on the extent of non-compliance with the standards.

While the use of the site for Government House does not directly align with the purpose of the OSZ, this zoning is considered to be a better fit in terms of the characteristics of the site and established activities occurring there. While the site is not publicly accessible at all times, its function serves a public purpose, and public access is available at times. Additionally, it is heavily vegetated, with the gardens recognised for both historic and conservation purposes. The site provides a high level of visual amenity when viewed against the backdrop of the Wellington Town Belt (for example, from the CCZ/Basin Reserve). Zoning the site as OSZ would offer a level of protection to the established vegetation.

The costs and benefits of Option 2 are set out below:

Costs	**Benefits**
Environmental • Potential loss of theoretical residential development potential. In the context of the designation this cost is not likely to be realised. *Economic* • Potential loss of economic benefits for developers that would result from residential development of the site. In the context of the designation this cost is not likely to be realised. *Social* • Public access to Government House is available at specific times but and this would not change under the rezoning. Therefore, there are no identified social costs associated with the rezoning. *Cultural* • The SASM provides cultural benefits that will remain regardless of the zoning. There are no cultural costs associated with the rezoning.	*Environmental* • Rezoning the site as OSZ (and deterring residential development from occurring there) would assist to prevent loss of vegetation at the periphery of, and forming the public perception of, the Wellington Town Belt. • Ecological and biodiversity benefits associated with the retention of the historically significant gardens and green space character. *Economic* • There are negligible economic benefits associated with the rezoning. *Social* • Public access to Government House and the gardens is available at specific times but and this would not change under the rezoning. Therefore, there are no identified social benefits associated with the rezoning. • Intrinsic open space values are high for this site, regardless of any restrictions on public access. *Cultural* • The SASM provides cultural benefits that will remain regardless of the zoning. Therefore, there are no direct or indirect cultural benefits specific to the rezoning.

Effectiveness and Efficiency

This option is an effective and efficient way to resolve the issue. As outlined, the OSZ is consistent with both the current use of the site and its potential future uses, responds to the heritage and SASM notations, and reflects the proximity of the Wellington Town Belt. This is an effective option as it offers clear guidance in the District Plan regarding the site's purpose and intended use. The use of Government House will be able to appropriately continue, and the zoning will be appropriate for the future use.

Overall Evaluation of Option 2

The rezoning of the site from HRZ to OSZ will have limited effect on existing patterns of land use. While the HRZ seeks to enable residential development, the constraints imposed by the PM1 designation, heritage building and SASM mean that such development could not be realised in this location.

Rezoning the site to OSZ will provide better recognition of the established Government House building and gardens. The proposed zoning recognises the very high historical and cultural significance of the site. This is considered a social and cultural benefit. Given the existing constraints on development on the site (namely the designation, heritage building and SASM), there will be negligible environmental, or economic social or cultural costs associated with the change.

For these reasons, Option 2 is the preferred option.

Risk of Acting/Not Acting

There is sufficient information to understand the risks associated with acting and not acting.

Noting the development constraints imposed by the heritage building and SASM under the current 2024 District Plan, the risk of not acting (retaining the status quo) is potentially limited at this time. However, there are recognisable social, cultural and ecological benefits that could be lost if the site is developed for residential purposes. Should the PM designation be removed, then there is a risk that the HRZ zoning will provide for the established site characteristics to be compromised.

Conversely, rezoning the site as OSZ will increase the potential for the existing use and characteristics of the site to be retained regardless of the ownership of the land. The primary risk associated with this option is a perceived loss of residential development potential; however, for the reasons described in this assessment it is unlikely that this potential would be realised.

Therefore, the risks of not acting are considered to outweigh the risks of acting in this case.

Consultation

The Council's Parks Sport and Recreation Team are supportive of the proposed rezoning.

Government House has been consulted about the change. Due to the presence of the SASMs and heritage items, mana whenua and Heritage New Zealand Pouhere Taonga (NZHPT) have also been consulted.

Feedback received to date is detailed in the table below:

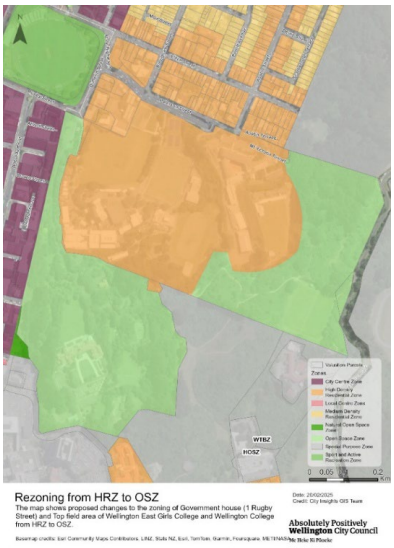
Government House	Representatives for Government House have confirmed that they support the change, on the basis that this sees the site revert to its 2000 District Plan zoning. Government House has requested an additional amendment to the Introduction of the OSZ to reflect that Government House is a notable site located in this zone. Therefore, the following amendment is recommended: The Open Space Zone caters for both passive and active recreational activities, with limited associated facilities, buildings and structures. Open spaces within this Zone are primarily recreation reserves. They include a wide range of spaces, from small local suburban playgrounds and 'pocket' parks in the City Centre, to larger playing fields or open grassed areas. Some of the open areas are located near waterbodies and the coast, others are located within urban areas and contribute to an attractive living environment within the City. The historic Government House is also located within the Open Space Zone and subject to Designation PM1.
Heritage New Zealand Pouhere Taonga	Supports the proposed change, subject to any comments or feedback from the landowner or administering agencies.

Recommended Option

Following the assessment above, Option 2 is the preferred option. Rezoning the site to OSZ will fit the use and purpose of the Government House site.

Recommended Change

1. **Rezone the whole of 1 Rugby Street Newtown, from HRZ to OSZ. The recommended change is shown in the map below:**



2. **Add the following sentence to the Introduction to the Open Space Zone Chapter:**

The historic Government House is also located within the Open Space Zone and subject to Designation PM1.

Wellington City District Plan – Omnibus Plan Change

Rezoning of 185, 306, 326 and 340 South Makara Road, Makara

Scope of Proposed Change

To review the zoning of 185 (adjacent to 340), 306, 326 and 340 South Makara Road, Makara to ensure this is fit for purpose, reflecting the established rural use of the land.

Background

An enquiry from the landowner of 340 South Makara Road, Makara was received by the District Planning Team with respect to the proposed Open Space Zone (OSZ) for the property.

As the enquiry was received a significant amount of time after the close of submissions (including the further submissions period) the opportunity for the landowner to make a formal submission on the Proposed District Plan (PDP) had passed. Therefore, while the OSZ provisions were heard through the 'Tranche 2' set PDP hearings, the zoning of 340 South Makara Road was not a matter considered by the Independent Hearings Panel or addressed in the Council's Tranche 2 decisions.

Historic zoning of the land

The land was zoned Rural Area in the 2000 District Plan. It is shown as Rural Area in the Spatial Plan. However, it was zoned for Open Space in the Draft District Plan 2021, and the notified 2022 PDP.

There are two other properties north of 340 South Makara Road, 306 and 326 South Makara Road that are also separate from the golf course but zoned Open Space. 185 South Makara Road includes a small triangular parcel of land to the east of 340 South Makara Road, that is also zoned OSZ.

A review of the Council's records has not provided any clarity or certainty with respect to the intent of the zoning. However, it appears that these properties may have inadvertently been zoned Open Space along with the adjoining Karori Golf Club, which was proposed to be rezoned to OSZ (from Rural Area in the 2000 District Plan). It also appears that, at least for 340 South Makara Road, this could have been due to the timing of subdivision that created this lot occurring around the same time that the zoning maps were prepared for the Draft District Plan in 2020.

Issue

This assessment considers whether the land at 185 (adjoining 340), 306, 340 and 326 South Makara Road should be rezoned from OSZ to General Rural Zone (GRUZ). Note that the remaining land parcels comprising 185 South Makara Road are not included in this plan change.

Assessment of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- Option 1: Status quo – retain Open Space Zone
- Option 2: Rezone 185, 306, 340 and 326 South Makara Road as General Rural Zone

Cost/Benefit Assessment

Option 1: Status Quo – Retain Open Space Zone	
Costs	**Benefits**
Environmental • Nil. *Economic* • Cost to the landowners to obtain resource consent to utilise their land for rural residential purposes. *Social* • Severely constrains the ability of the landowners to utilise their land for rural residential purposes. *Cultural* • Nil.	*Environmental* • Nil. *Economic* • Nil *Social* • Nil. *Cultural* • Nil.
Effectiveness and efficiency Option 1 is not considered to be an effective or efficient option to address the resource management issue as it unnecessarily constrains the use of privately-owned land that is rural in character and has, prior to the recent rezoning to OSZ, been used for residential activities in a rural setting. Two of the three properties are currently used for a residential purpose.	
Overall evaluation of Option 1 Option 1 is not recommended.	
Option 2: Rezone 185 (adjoining 340), 306, 340 and 326 South Makara Road as General Rural Zone	
Costs	**Benefits**
Environmental • Nil. The General Rural Zone provisions will ensure that the rural character of this area is maintained. *Economic* • Nil. *Social* • Nil. *Cultural* • Nil.	*Environmental* • Nil. *Economic* • Enables landowners to utilise their land for rural residential purposes without the costs and uncertainty of obtaining resource consent. *Social* • Enables landowners to utilise their land for rural residential purposes. *Cultural* • Nil
Effectiveness and efficiency Option 2 is considered to be an effective and efficient option to address the resource management issue as it results in the land being able to be used as intended.	

Overall evaluation of Option 2

Option 2 is considered to be the most effective and efficient option as the General Rural Zone enables the reasonable use of these properties while also maintaining the rural character of the area.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting as:

- The issue is well understood and the recommended option is consistent with higher order direction and objectives of the 2024 District Plan; and
- Overall, the risk of not acting is considered to be greater than the risk of acting.

Consultation

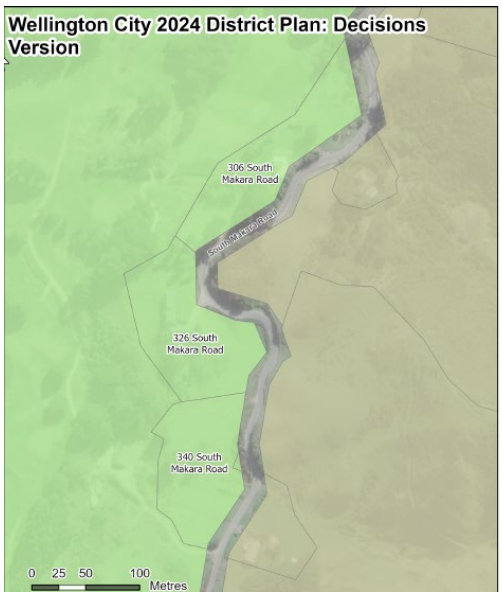
Owners of the sites were consulted on the proposed change, with no feedback received.

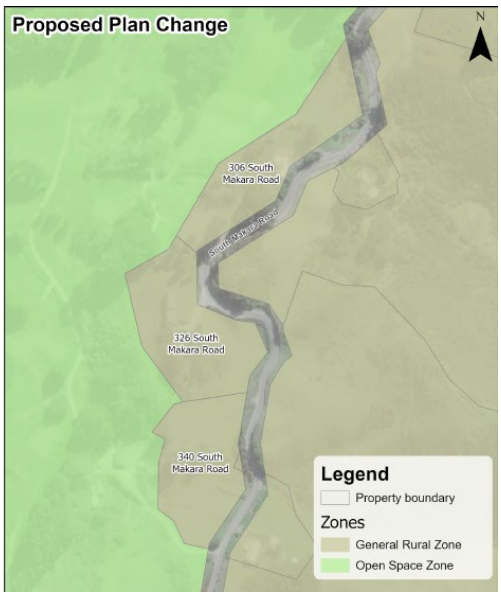
Recommended Option

Following the assessment above, Option 2 is the preferred option.

Recommended Changes

Rezone 185 (adjoining 340), 306, 326 and 340 South Makara Road, Makara from Open Space Zone to General Rural Zone.





Wellington City District Plan – Omnibus Plan Change

Rezoning of Brooklyn Community Centre

Scope of Proposed Change

To rezone 18, 22 and 24 Harrison Street from Medium Density Residential Zone to Open Space Zone to address a concern raised by Greater Brooklyn Community Association that the land was incorrectly rezoned during the District Plan Review.

Background

The Greater Brooklyn Community Association (GBCA) has requested a change to the zoning of the Brooklyn Community Centre site at 18, 22 and 24 Harrison Street from Medium Density Residential Zone to Open Space Zone (OSZ). At the Environment and Infrastructure Committee meeting on 12 September 2024, officers were directed to include the rezoning of the site as part of the Omnibus Plan Change (Plan Change 1).

The site

The 3237m^2 site is located on the western side of Harrison Street and is currently zoned Medium Density Residential Zone (MRZ).



The site accommodates three detached buildings. The Community Centre building (18 Harrison Street) is located to the rear (west) of the site. The Community Centre building occupies approximately half of 18 Harrison Street, with the remainder comprising a publicly accessible playground. The Community Centre building and playground are accessed via a driveway along the northern boundary.

The other two buildings on the site have direct frontage and access from Harrison Street and accommodate Brooklyn Playcentre (22 Harrison Street) and Brooklyn Scout Hall (24 Harrison Street). The Brooklyn Playcentre building is scheduled as a Heritage Building (ref: 402).

The surrounding environment contains a mix of established activity, mainly residential. Brooklyn Primary School is directly opposite the site.

History of the site and current use

Under the 2000 District Plan the site was zoned Open Space A. Existing resource consents relevant to the sites use are: SR Nos. 93842, 126631 and 184343, which cover additions to the Community Centre building and the use of the building for Community Centre related activities. These consents and the existing activities on the site can be used to establish existing use rights.

The GBCA seeks a rezoning to align with the 2000 District Plan zoning (Open Space A) and the 2021 Spatial Plan which marks the site for Public Open Space. The GBCA would like to continue use of the site for community activities and seek that Open Space zoning is retained.

A review of the section 32 and section 42A reports prepared for the MRZ has found no direct reference to the Brooklyn Community Centre rezoning or any reason as to why the current zoning in the 2024 District Plan should be retained.

Strategic Direction

The following objectives in the Strategic Direction chapter of the 2024 District plan are relevant to this issue are:

CC-O1	Wellington City is a well-functioning Capital City where: … 2. The social, cultural and economic wellbeing of current and future residents, and the environment is supported; …
CC-O2	Development is consistent with and supports the achievement of the following strategic city objectives: … 4. Inclusive and Connected: Wellington recognises and fosters its identity by supporting social cohesion and cultural diversity, has world-class movement systems and attractive and accessible public spaces and streets; …
HHSASM-01	Significant buildings, structures, areas, and sites that exemplify Wellington's historical and cultural values are identified, recognised and protected.
NE-O3	The City retains and expands an extensive open space network across the City that: 1. Is easily accessible; 2. Connects the urban and natural environment; 3. Supports the protection of ecological, cultural, and landscape values; and 4. Meets the needs of anticipated future growth.

Open Space Zone

The OSZ in the 2024 District Plan (2024 District Plan: Appeals Version - Wellington City 2024 District Plan: Appeals Version) caters for both passive and active recreational activities with limited associated facilities, buildings and structures.

Relevant to a community centre, the OSZ permits activities such as informal recreation activities, organised sport and recreation activities, gardens including community gardens and open space community activities in existing buildings. Activities not covered in OSZ-R1 – OSZ-R10 require consent for a discretionary activity.

Construction, alteration of and addition to buildings and structures in the OSZ are permitted when they meet standards around maximum height, height in relation to boundary, maximum gross floor

area (100m2) and maximum building coverage (10%). Any building activities exceeding the permitted activity standards would require resource consent for a restricted discretionary or discretionary activity, depending on the extent of non-compliance with the standards.

Medium Density Residential Zone

Relevant to a community centre, the MRZ permits activities such as community gardens and childcare services (up to 10 children). Construction, alteration and addition to residential buildings and structures is permitted, subject to compliance with the relevant residential standards; however, resource consent is required for non-residential buildings.

Other Community Centres

Community centre land has a range of zones in the 2024 District Plan depending on their location and use. For example, the Miramar and Maupuia Community Centre is Open Space Zone, the Newtown Community Centre is High Density Residential Zone, the Kilbirnie Community Centre is Metropolitan Centre Zone, and the Aro Valley Community Centre is across High Density Residential Zone and Open Space Zone.

Assessment of Options

For the purposes of this evaluation, the following options have been considered:

- Option 1: The status quo (retain the current 2024 District Plan zoning at 18, 22 and 24 Harrison Street, which is Medium Density Residential Zone).
- Option 2: Amend zoning at 18, 22 and 24 Harrison Street to Open Space Zone.

The two options are assessed in the tables below.

Option 1: The status quo (retain the current 2024 District Plan zoning at 18, 22 and 24 Harrison Street, which is Medium Density Residential Zone)	
Costs *Environmental* • There is no evidence that the status quo is failing to sustainably manage resources. *Economic* • If new buildings or activities were proposed at the site that are not permitted in the MRZ or covered by existing use rights under section 10 of the RMA, a resource consent would be required. This has economic costs associated. *Social* • Potential loss of Community Centre areas and space for social connection, if the site were to be redeveloped with residential development. • Additionally, if the site were developed to meet residential development potential, there could be social costs (albeit manageable) on the community and neighbours.	**Benefits** *Environmental* • There is no evidence it will improve the ability to sustainably manage resources. *Economic* • Activities within the existing community centre (such as community recreation classes and childcare programmes) generate revenue for the GBCA. • With the site zoned residential, potential for economic benefits with residential development. *Social* • There is no evidence that the status quo is unjustifiably placing high costs on the community, noting that the existing Community Centre, Playcentre and Scout Hall serve the Brooklyn community at present and experiences high use.

Cultural • The current provisions do not specifically allow for customary activities and may therefore result in cultural costs.	*Cultural* • No direct or indirect cultural benefits have been identified.
Effectiveness and efficiency This option may create ineffectiveness and inefficiencies where the zoning does not align with the use of the site as a Community Centre, with associated Playcentre and Scout Hall. Retaining the MRZ at the site could lead to resource consents required for any expansion of activities and buildings associated with the Community Centre. For example, the MRZ does not allow for informal recreation activities or organised sport and recreation activities, or non-residential activities and buildings, as a permitted activity.	
Overall evaluation of Option 1 The costs and benefits of this option mean it would be an acceptable outcome, given the existing activities occurring on the site limit the scope for expansion of Community Centre activities (in that use of the Community Centre is essentially at capacity). Retaining the MRZ would enable the site to continue providing community activities into the future. However, should new buildings be required to allow for expansion of the Community Centre activity, resource consent would be required. While the MRZ is not considered inappropriate for the current and future use of the site, it is not the only appropriate zoning and does not align with the wishes of the GBCA.	
Option 2: Amend zoning at 18, 22 and 24 Harrison Street to Open Space Zone	
Costs *Environmental* • No specific environmental costs have been identified for this option. *Economic* • Being zoned Open Space Zone would mean the Parks, Sport and Recreation Team would likely have an input in any future resource consents on the site. • If new buildings or activities were proposed at the site which are not permitted in the open space zone or covered by existing use rights under section 10 of the RMA, a resource consent would be required, which has economic costs associated. *Social* • Low social cost anticipated. Loss of housing potential as it will not be a permitted activity in the Open Space Zone. However, that is not anticipated with the current or future use of the site.	**Benefits** *Environmental* • While the Brooklyn Community Centre is not a reserve under the Reserves Act, it has a publicly accessible playground and small lawn area that the Council manages as recreation assets. *Economic* • Efficiencies in reverting back to OSZ in a timely manner to reduce indirect costs associated with District Plan users understanding a new zoning for the site. • OSZ has slightly higher permitted noise standards than MRZ, which could result in a reduction of resource consents for future activities. *Social* • Continued use as a community centre, play centre and scout hall, and ability for appropriate new open space activities to commence where these do not otherwise have existing use rights.

Cultural • It is unlikely there will be cultural costs associated with this option.	*Cultural* • Mana whenua and other Māori could benefit from recognition of customary activities as a permitted activity on this site.

Effectiveness and efficiency

This option is an effective and efficient way to resolve the issue. The Community Centre, Playcentre and Scout Hall will be able to appropriately continue with their current use of the site and the zoning will be appropriate for the future use as requested by the GBCA.

Overall evaluation of Option 2

This option addresses the issue and enables the Brooklyn Community Centre, Playcentre and Scout Hall to continue their established activities on the site. This option also aligns with the 2021 Spatial Plan, which identifies the site as public open space, not for housing.

Risk of acting/not acting

In this case, there is limited risk of not acting as both MRZ and OSZ would be appropriate. However, the proposed zone change:

- Does not introduce new objectives, policies, or methods;
- Uses an existing zoning that specifically enables activities relevant to the Brooklyn Community Centre, Playcentre and Scout Hall;
- Results in outcomes that are well understood and anticipated by the zone and
- Does not result in any changes to the environment as the existing use on the site will continue.

Recommended Option

Following the assessment above, it is recommended to rezone 18, 22 and 24 Harrison Street to Open Space Zone (Option 2). There are no plans to change the use of the land from community activities and local recreation, and the OSZ is an appropriate zone for these activities.

Through this assessment, MRZ is not considered an inappropriate zone for the site, therefore it is not deemed necessary to review other community centres with differing zoning across Wellington City. If problems are identified, they can be assessed on a case-by-case basis.

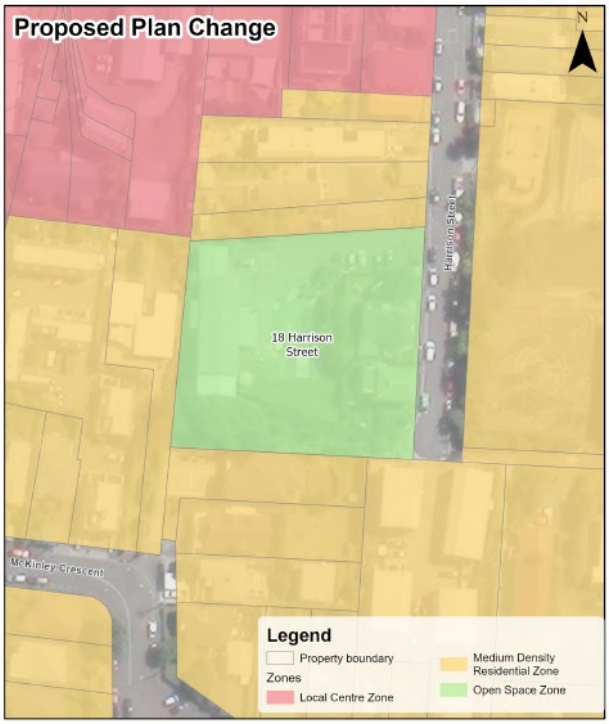
Consultation

Brooklyn Community Centre, Brooklyn Scouts, Brooklyn Playcentre and the owners of all adjoining sites have been advised of the proposed change. Feedback received to date is detailed in the table below:

Brooklyn Scouts **24 Harrison Street**	Support the rezoning, noting that the Scouts have continuing strong member numbers and have undertaken significant renovations to the Scout Hall to ensure the life of a valued community facility.
Howard Cattermole **19 McKinley Street**	Strongly supports the rezoning as OSZ.
Ministry of Education **Brooklyn School**	The Ministry acknowledges the rezoning and is neutral.

Recommended Change

That the ePlan maps is amended as follows:



Consequential Amendments

No consequential amendments are required as a result of this change.

As detailed in this report, zoning is applied inconsistently to community centres across Wellington City. Future requests for rezoning will be assessed on their merits.

Commercial and Mixed Use Zones Proposed Changes – Regulatory and Policy Direction Assessment

Commercial and Mixed Use Zones

The Commercial and Mixed Use Zones (CMUZ) are:

- CCZ – City Centre Zone
- MCZ – Metropolitan Centre Zone
- LCZ – Local Centre Zone
- NCZ – Neighbourhood Centre Zone
- MUZ – Mixed Use Zone

Submissions on the CMUZ chapters were addressed in Hearing stream 4. The following documents are of particular relevance:

- Section 42A Report - CCZ
- Section 42A Report - MCZ
- Section 42A Report - LCZ
- Section 42A Report - NCZ
- Anna Stevens - Rebuttal Evidence - CCZ
- Lisa Hayes - Rebuttal Evidence - MCZ, LCZ, NCZ, MUZ, COMZ
- Anna Stevens - Right of Reply - CCZ
- Lisa Hayes - Right of Reply - MCZ, LCZ, NCZ, MUZ & COMZ
- Farzad Zamani - Statement of Evidence (Urban Design)
- Farzad Zamani - Rebuttal Evidence (Urban Design)
- IHP Recommendation Report 4A
- IHP Recommendation Report 4B - CCZ
- IHP Recommendation Report 4C - MCZ, LCZ and NCZ

The CCZ, MCZ, LCZ and NCZ provisions were assessed using the Intensification Streamlined Planning Process (ISPP), whereas the MUZ was assessed under Part 1 Schedule 1. With the exception of a small number of matters, the provisions became operative following notification of the Council's ISPP decisions on 20 March 2024 and following close of appeals on Part 1 Schedule 1 decisions notified on 5 April 2024.

Proposed Changes to CMUZ Provisions in this Plan Change

The following proposed changes relating to the CMUZ are addressed in this Omnibus Plan Change (Plan Change 1 to the 2024 District Plan):

1. Definition of Verandah Level
2. Amendment to MCZ-O3: Amenity and Design
3. Amendment to CCZ-P9, MCZ-P7, LCZ-P7, NCZ-P7: Quality Development Outcomes
4. Amendment to CCZ-P1, MCZ-P2, LCZ-P2, NCZ-P2 and MUZ-P2: Enabled Activities, with new Permitted Activity rules for Hospital Activities and Healthcare facilities.
5. Amendments to the following rules and standards:
    i. CCZ-R16, MCZ-R12, LCZ-R10, NCZ-R10: Residential activities
    ii. CCZ-R18, MCZ-R15, LCZ-R13, NCZ-R13: Carparking activities
    iii. CCZ-R23, MCZ-R24, MCZ-R21, CCZ-S4, MCZ-S2: Minimum building height
    iv. CCZ-S12, MCZ-S11, LCZ-S10, NCZ-S10: Maximum building depth for residential activities
    v. MUZ-S2: Maximum height for the purposes of MUZ-R18.2
6. New setback from the rail corridor in the Neighbourhood Centre Zone (new NCZ-S11)

Section 32 Evaluation Reports – Proposed District Plan

The following section 32 evaluation reports set out in full the statutory context applicable to the CMUZ provisions at the time they were evaluated for inclusion in the proposed District Plan (PDP):

- Section 32 - Part 1 - Context to Evaluation and Strategic Objectives
- Section 32 - Part 2 - City Centre Zone, Special Purpose Waterfront Zone, Special Purpose Stadium Zone and Te Ngākau Civic Square Precinct
- Section 32 - Part 2 - Centres, Commercial, Mixed Use and Industrial Zones

The assessments within these reports, alongside further section 32AA evaluations provided in the section 42A reports as necessary, informed the Independent Hearing Panel's recommendations and subsequent Council decisions on the Proposed District Plan (PDP).

Regulatory and Policy Direction Relevant to the Proposed Changes

In carrying out a section 32 analysis, an evaluation is required of how the objectives of the proposal achieve the purpose and principles contained in Part 2 of the RMA.

Section 5 sets out the purpose of the RMA, which is to *'promote the sustainable management of natural and physical resources'*.

In achieving this purpose, all persons exercising functions and powers under the RMA also need to:

- Recognise and provide for the matters of national importance identified in section 6; and
- Have particular regard to the range of other matters referred to in section 7; and
- Take into account the principles of the Treaty of Waitangi/Te Tiriti o Waitangi in section 8.

There are no specific section 6 matters relevant to this topic.

The principles of the Treaty of Waitangi/Te Tiriti o Waitangi Section 8 were taken into account in the development of the 2024 District Plan. Any further considerations specific to CMUZ topics will be addressed in the topic-specific section 32 assessments.

Section 7 of the Resource Management Act

Comments on the relevant section 7 matters are provided below:

Section 7(b) - The efficient use and development of natural and physical resources
Inclusive of physical resources such as land occupied by the City's CMUZ.

Section 7(ba) - The efficiency of the end use of energy
Reflected in the CMUZ provisions that promote compact urban form, provide for public transport activities and impose considerations relating to building sustainability.

Section 7(c) - The maintenance and enhancement of amenity values
An important consideration where building and structure activities in the CMUZ are concerned (and not limited to the zones themselves but also adjacent residential and open space zones).

Section 7(f) - Maintenance and enhancement of the quality of the environment
Quality environment and design outcomes are an important aspect of the CMUZ provisions.

Section 7(g) - Any finite characteristics of natural and physical resources
Inclusive of physical resources such as land occupied by the City's CMUZ.

National Policy Statements

National Policy Statement on Urban Development 2020

The National Policy Statement on Urban Development 2020 (NPS-UD) remains the primary higher order document of relevance to the changes proposed in this plan change.

The relevant objectives and policies of the NPS-UD are:

Objectives

Objective 1: *New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.*

Objective 3*: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:*

- *a) the area is in or near a centre zone or other area with many employment opportunities*
- *b) the area is well-serviced by existing or planned public transport*
- *c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*

Objective 4: *New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.*

Policies

Policy 1: *Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:*

- *a) have or enable a variety of homes that:*
  - *(i) Meet the needs, in terms of type, price, and location, of different households; and*
  - *(ii) Enable Māori to express their cultural traditions and norms; and*
- *b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*
- *c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and*
- *d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*
- *e) support reductions in greenhouse gas emissions; and*
- *f) are resilient to the likely current and future effects of climate change.*

Policy 2: *Tier 1, 2, and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term.*

Policy 3: *In relation to tier 1 urban environments, regional policy statements and district plans enable:*

- *a) in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and*
- *b) in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and*
- *c) in all cases building heights of at least 6 storeys; and building heights of at least 6 storeys within at least a walkable catchment of the following:*
  - *(i) existing and planned rapid transit stops*
  - *(ii) the edge of city centre zones*
  - *(iii) the edge of metropolitan centre zones; and*
- *d) within and adjacent to neighbourhood centre zones, local centre zones, and town centre zones (or equivalent), building heights and densities of urban form commensurate with the level of commercial activity and community services.*

Policy 4: *Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 only to the extent necessary (as specified in subpart 6) to accommodate a qualifying matter in that area.*

Policy 6: *When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:*

- *a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement*
- *b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:*
  - *(i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and*
  - *(ii) are not, of themselves, an adverse effect*
- *c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)*
- *d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity*
- e) *the likely current and future effects of climate change.*

Wellington Regional Policy Statement including Plan Change 1 (Decisions Version)

Objective 22 of the RPS 2013 and policies (30, 31 and 32 (M) and 54, 55, 57 and 58 (R)) informed the development of the 2024 District Plan and were assessed in the original section 32 evaluation reports.

These provisions were updated through Plan Change 1 to the RPS to better give effect to the NPS-UD. In addition, new policies were added for the same purpose. A link to the decisions version of Plan Change 1 to the RPS is available here (refer to Table 9: *Regional Form design and function objective and titles of policies and methods to achieve the objective* at pages 101 to 112).

The relevant objective and policies are provided below, with red text indicating provisions that have been appealed.

Objective 22: *A compact, well-designed, climate-resilient, accessible, and environmentally responsive regional form with well-functioning urban areas and rural areas, where:*

- *(a) there is sufficient development capacity to meet the needs of current and future generations, improve housing affordability and quality, and provide access to a diversity of housing typologies within neighbourhoods which enable choice; and*
- *(b) Māori are able to express their culture and traditions, and the relationship of mana whenua / tangata whenua with their culture, ancestral land, water, sites, wāhi tapu and other taonga is provided for; and*
- *(c) Te Mana o te Wai is given effect to; and*
- *(d) intensification occurs within existing urban zones in appropriate places where it is environmentally responsive; and*
- *(e) subdivision, use and development is located, designed, and constructed in a way that is climate-resilient and contributes to reducing greenhouse gas emissions; and*
- *(f) built environments, including integrated transport infrastructure, meet the health and wellbeing needs of all people, with multi-modal access including active transport, between housing, jobs, community services, centres, green space, and open space; and*
- *(g) the biophysical characteristics, location, recognised values, capability and limitations of land inform its use and development; and*
- *(h) the productive capacity of rural land is retained; and*
- *(i) existing urban-zoned land, and infrastructure capacity is used effectively and efficiently; and*
- *(j) new or upgraded infrastructure is integrated and sequenced with development; and*
- *(k) development densities are sufficient to support the provision and ongoing maintenance of infrastructure; and*

(l) *a variety of residential, commercial, mixed use and industrial development in appropriate locations is provided which contributes to viable and vibrant centres at a range of scales, and industrial-based employment locations; and*

(m) *the safe and efficient operation of regionally significant infrastructure is protected from potential reverse sensitivity effects.*

Policy 30: Maintaining and enhancing the viability and vibrancy of regionally and locally significant centres – district plans

Policy 31: Enabling intensification to contribute to well-functioning urban areas – district plans

Policy 32: Identifying and protecting key industrial-based employment locations – district plans

Policy UD.1: Providing for the occupation, use, development and ongoing relationship of mana whenua / tangata whenua with their ancestral land – district plans

Policy FW.3: Urban development effects on freshwater and receiving environments

Policy CC.4: Climate-responsive development – district plans

Policy UD.2: Enable Māori to express their culture and traditions – consideration

Policy CC.14: Climate-responsive development – district and city council consideration

Policy 42: Effects on freshwater and receiving environments from urban develop

Policy 54: Achieving the region's urban design principles – consideration

Policy 55: Managing greenfield development to contribute to well-functioning urban areas and rural areas

Policy UD.3: Plan changes that provide for significant development capacity – consideration

Policy UD.4: Achieving a compact regional form – district and regional plans

Policy UD.5: Contributing to well-functioning urban areas – consideration

Policy 57: Integrating land use and transportation – consideration

Policy 58: Co-ordinating land use with development and operation of infrastructure – consideration

Policy 67: Establishing, maintaining and enhancing a compact, well designed, resilient, accessible, and environmentally responsive regional form – non-regulatory

Policy CC.9: Reducing greenhouse gas emissions associated with subdivision, use or development – consideration

***Objective 22A:** To achieve sufficient development capacity to meet expected housing demand in the short-medium and long term in any tier 1 urban environment within the Wellington Region, the housing bottom lines in Table 9A are to be met or exceeded in the short-medium and long term in the tier 1 urban environment.*

Policy 31: Enabling intensification to contribute to well-functioning urban areas – district plans

Policy 55: Managing greenfield development to contribute to well-functioning urban areas and rural areas – consideration

Policy UD.3: Plan changes that provide for significant development capacity – consideration

Policy UD.4: Achieving a compact regional form – district and regional plans

Strategic Direction of the 2024 District Plan

The table below sets out the Strategic Direction objectives of the 2024 District Plan that are of particular relevance to the CMUZ changes proposed in this plan change.

Tāone Kāwawa – Capital City	
CC-O2	Wellington City is a well-functioning Capital City where: 1. A wide range of activities that have local, regional and national significance are able to establish and thrive; 2. The social, cultural and economic wellbeing of current and future residents, and the environment is supported; 3. Mana whenua values and aspirations become an integral part of the City's identity; 4. Urban intensification is delivered in appropriate locations and in a manner that meets the needs of current and future generations; 5. Innovation and technology advances are promoted to maintain or enhance the quality of the environment and support the social, cultural, and economic wellbeing of existing and future residents; and 6. Values and characteristics that are an important part of the City's identity and sense of place are identified and protected.
CC-O3	Development is consistent with and supports the achievement of the following strategic city objectives: 1. Compact: Wellington builds on its existing urban form with quality development in the right locations; 2. Resilient: Wellington's natural and built environments are healthy and robust, and physical and social resilience is achieved through good design; 3. Vibrant and Prosperous: Wellington builds on its reputation as an economic hub and creative centre of excellence by welcoming and supporting innovation and investing strategically to maintain a thriving economy; 4. Inclusive and Connected: Wellington recognises and fosters its identity by supporting social cohesion and cultural diversity, has world-class movement systems and attractive and accessible public spaces and streets; 5. Greener: Wellington is environmentally sustainable and its natural environment is protected, enhanced and integrated into the urban environment; and 6. Partnership with mana whenua: Wellington recognises the unique role of mana whenua within the city and advances a relationship based on active partnership.
Te Ohaoha, Mōhiotanga me te Taurikura ā-Tāone - City Economy, Knowledge and Prosperity	
CEKP-O1	A range of commercial and mixed use environments are provided for in appropriate locations across the City to: 1. Promote a diverse economy; 2. Support innovation and changes in technology; and 3. Facilitate alternative ways of working.
CEKP-O2	The City maintains a hierarchy of centres based on their role and function, as follows: 1. City Centre – the primary centre serving the City and the wider region for shopping, employment, city-living, government services, arts and entertainment, tourism and major events. The City Centre is easily accessible and easy to navigate for all and serves as a major transport hub for the City and wider region. The City Centre is the primary location for future intensification for both housing and business needs; 2. Metropolitan Centres – these centres provide significant support to the City Centre Zone at a sub-regional level by offering key services to the outer suburbs of Wellington City and the wider Wellington region. They contain a wide range of commercial, civic and government services, employment, office, community, recreational, entertainment and residential activities. Metropolitan Centres are major transport hubs for the City and are easily accessible by a range of transport modes, including rapid transit. As a result, these centres will be major live-work hubs for the City over the next 30 years. Intensification for housing and business needs will be enabled in these locations, to complement the City Centre; 3. Local Centres – these centres service the surrounding residential catchment and neighbouring suburbs. Local Centres contain a range of commercial, community, recreational and entertainment activities. Local Centres are well-connected to the City's public transport network and active transport modes are also provided for. Local Centres will play a role in accommodating and servicing the needs of the

	existing and forecast population growth that is complementary to the City Centre and Metropolitan Centre Zones. This intensification is due to the capacity of the area to absorb more housing with enablers of growth such as walkable access to public transport, and community facilities and services; and 4. Neighbourhood Centres - these centres service the immediate residential neighbourhood and offer small-scale convenience-based retail for day-to-day needs. These centres are generally for small commercial clusters and community services. Neighbourhood Centres are accessible by public transport and active transport modes.
CEKP-O3	Mixed use, industrial and commercial zones outside of Centres: 1. Complement the hierarchy of Centres; 2. Provide for activities that are incompatible with other Centres-based activities; and 3. Support large scale industrial and service-based activities that serve the needs of the City and wider region.
CEKP-O4	Land within the City Centre, Centres, Mixed Use, and General Industrial Zones is protected from activities that are incompatible with the purpose of the relevant zone or have the potential to undermine the City's hierarchy of centres.
Te Whakaukatanga, Te Manawaroa me te Āhuarangi Hurihuri - Sustainability, Resilience and Climate Change	
SSRC-O1	The City's built environment supports: 1. Achieving net zero emissions by 2050; 2. More energy efficient buildings; 3. An increase in the use of renewable energy sources; 4. Healthy functioning of native ecosystems and natural processes; and 5. Low carbon and multi-modal transport options including walking, cycling, micro mobility and public transport.
Te Āhua Tāone me te Whanaketanga - Urban Form and Development	
UFD-O1	Wellington's compact urban form is maintained with the majority of urban development located within the City Centre, in and around Centres, and along major public transport corridors.
UFD-O2	Urban development in identified greenfield areas: 1. Is environmentally and ecologically sensitive; 2. Makes efficient use of land; 3. Is well-connected to the public transport network; 4. Provides a mixture of land uses and activities, where feasible; and 5. Reinforces the City's compact urban form.
UFD-O3	Medium to high density and assisted housing developments are located in areas that are: 1. Connected to the transport network and served by multi-modal transport options; or 2. Within or near a Centre Zone or other area with many employment opportunities; and 3. Served by public open space and other social infrastructure. Noting that medium to high density housing developments may not be appropriate in areas subject to a qualifying matter.
UFD-O7	Development supports the creation of a liveable, well-functioning urban environment that enables all people and communities to provide for their social, economic, environmental, and cultural wellbeing, and for their health and safety now and into the future. Development will achieve this by: 1. Being accessible and well-designed; 2. Supporting sustainable travel choices, including active and micromobility modes;

	3. Being serviced by the necessary infrastructure (including additional infrastructure) appropriate to the intensity, scale and function of the development and urban environment; 4. Being socially inclusive; 5. Being ecologically sensitive; 6. Respecting the City's historic heritage; 7. Providing for community well-being; and 8. Adapting over time and being responsive to an evolving, intensively developed urban context.

Wellington City District Plan – Omnibus Plan Change **Definitions – Verandah Level**
Scope of Proposed Change To add a definition of *'verandah level'* to assist with the application of CCZ-R23.1.a.v (Additions and alterations to buildings) and the equivalent rules in the Metropolitan Centre Zone (MCZ-R21.1.a.v), Local Centre Zone (LCZ-R19.1.a.v) and Neighbourhood Centre Zone (NCZ-19.1.a.v).
Background CCZ-R23.1.a, and the equivalent rules listed above, permit a range of additions and alterations to buildings in the centres zones where: a. The alterations or additions to a building or structure: i. Do not alter its external appearance; or ii. Involve the placement of solar panels on rooftops; or iii. Involve maintenance, repair or painting; or iv. Involve re-cladding with like for like materials and colours; or v. Relate to a building frontage that is: • **below verandah level**, including entranceways and glazing; and • compliant with CCZ-S8; or vi. Are not visible from a public space; and The purpose of CCZ-R23.1.a.v is to prevent unnecessary consenting demands for shop fitouts as tenancies change, recognising that economic conditions and other factors influence tenancy duration and that it is a better outcome for the City centre and other centres to have occupied commercial tenancies than to remain vacant due to resource consent delays. The exception to this would be where the building is also a scheduled heritage building. CCZ-R23.1.a aligns with the 2000 District Plan permitted activity rule 13.1.2.1 (Central Area). Likewise, MCZ-R21.1.a.v, LCZ-R19.1.a.v and NCZ-19.1.a.v carry down 2000 District Plan rule 7.1.4.1 (Centres). Rules 13.1.2.1 and 7.1.4.1 have long been included in the District Plan and predate Plan Changes 48 (Central Area Review (2008) and 73 (Suburban Centres Review (2014)). Additional context is provided at section 8.7.1 of the section 32 report for Plan Change 48. The above section 32 report identifies that a definition of 'verandah level' was necessary as the lack of definition meant the verandah level of a building required identification on a case-by-case basis. Hence, through Plan Change 48, the following definition was included in the 2000 District Plan: *"Verandah level means the height of a formed verandah, or where there is no formed verandah the height of the ground floor storey (up to a maximum height of 4.2 m)".* It is unclear why the definition was not carried through to the 2024 District Plan definitions; however, it does not appear that this was intentionally omitted. Planners in the Council's Resource Consents Team have identified that the lack of definition is now leading to queries and debates about what *'below verandah level'* means, and difficulties with Plan interpretation. To ensure the above provisions are applied effectively, they have requested that a definition is added. This issue is limited in scale, given for the most part 'verandah level' can be clearly identified due to the presence of a verandah. The 4.2m height equates to the top of the ground floor of most centres' buildings (at the exterior of the elevation), noting that a 4 metre internal height is required.

Issue

That there is no definition of verandah level, making the District Plan provisions referencing verandah level difficult to interpret.

Assessment of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- Option 1: Retain the status quo, with no definition of verandah level.
- Option 2: Add a new definition of *'verandah level'* at Part One – Definitions.

Cost/Benefit Assessment

Option 1 - Status quo

There are no discernible social or cultural costs or benefits associated with this option, nor are there any specific environmental or economic benefits.

As the lack of a clear definition of 'verandah level' creates uncertainty as to how CCZ-R23.1.a.v and the equivalent MCZ, LCZ and NCZ rules should be applied, engagement with Council to clarify the rule and confirm the verandah level of individual buildings may result in some economic cost to developers and their agents.

Any such costs would be limited where agreement is reached; however, could be more significant if the rule cannot be easily applied. In some instances this might lead to resource consent being sought where the District Plan intended that the works would be permitted, thereby leading to additional development costs.

Option 2 – Add a new definition of 'verandah level'

The addition of a new definition will assist with interpretation of the CCZ, MCZ, LCZ and NCZ rules referencing 'verandah level' but will not change the intent of the rules or how these are intended to be applied. As such, there are no social, cultural or environmental costs or benefits associated with the change.

There are no economic costs associated with addition of the definition, which will enable developers, architects and planners to clearly identify whether or not works require resource consent or not. The ability to clearly interpret and apply the rule will reduce time and unnecessary contact with the Council, with a resultant economic benefit to developers.

Effectiveness and efficiency

While CCZ-R23.1.a.v and the equivalent provisions in other centres would generally continue to be effective without the new definition, its addition would improve interpretation and implementation of the Plan and resolve the issue. Hence the addition of the definition is considered to be the most effective way of ensuring that the rules are applying as intended.

Risk of acting/not acting

There are not significant risks associated with either option identified above.

Recommended Option Following the assessment above, Option 2 is the preferred option as this will address the issue and improve ease of application of the rule moving forward. **Consultation** The change was requested by the Council's Resource Consent Team, who have advised that they are supportive of the recommended option. Given the minor nature of the change, no additional consultation has been undertaken.
Recommended Change Add a new definition of verandah level at Part One – Introduction and General Provisions – Interpretation – Definitions as follows: **Verandah level** means the height of a formed verandah, or where there is no formed verandah the height of the ground floor storey (up to a maximum height of 4.2 m).
Consequential Amendments No consequential amendments are required.

Wellington City District Plan – Omnibus Plan Change

MCZ-O3 – Amenity and Design

Scope of Proposed Change

To amend MCZ-O3 (Amenity and Design) to achieve consistency across the Commercial and Mixed Use Zone chapters.

Background

The 2024 District Plan enables significant increased development capacity within both the Commercial and Mixed Use Zones (CMUZ) and the residential zones that adjoin them.

'Amenity and Design' objectives are included within the CMUZ chapters, seeking to facilitate high quality design outcomes that are not hampered by existing development patterns, particularly where there is lower density development in adjoining residential zones.

Recognising that intensification, in particular with respect to building height and density, will occur both in the centres and around them establishes a framework for maximising the development potential of centres, as required by policy 3 of the NPS-UD.

Issue

Planners in the Council's Resource Consents Team have raised a concern that the Metropolitan Centre Zone (MZ) objective MCZ-O3 (Amenity and Design) is inconsistent with the equivalent Local Centre Zone (LCZ) and Neighbourhood Centre Zone (NCZ) objectives.

MCZ-O3 is shown below (highlight added):

> *Medium and high density mixed-use development is achieved that contributes to a good quality, well-functioning urban environment that reflects the changing urban form and amenity values of the Metropolitan Centres* ***Zone****.*

LCZ-O3 and NCZ-O3 (highlight added):

> *Medium and high density mixed-use development is achieved that contributes to a good quality, well-functioning urban environment that reflects the changing urban form and amenity values of the Local / Neighbourhood Centres* ***and their surrounding residential areas****.*

As demonstrated above, the LCZ and NCZ objectives set an expectation that the urban form both in and around these zones will change as development capacity enabled by the 2024 District Plan is realised. There is no such expectation set for the MCZ despite that fact that these centres are second in the CMUZ hierarchy (after the City Centre Zone (CCZ)) and surrounded by land zoned High Density Residential Zone (HRZ).

Across the suite of CMUZ *'Quality Development Outcomes'* policies at CCZ-P9, MCZ-P7, LCZ-P7 and NCZ-P7 give effect to the *'Amenity and Design'* objectives in the respective chapters. The policies require *'new development, and alterations and additions to existing development at a site scale, to positively contribute to the sense of place, quality and amenity of the Metropolitan Centre Zone'* (or other zone) and set out a number of requirements for achieving this outcome. Of these matters, clause 2 is relevant to this issue.

MCZ-P7.2.a is as follows (highlight added):

> 2. *Recognising the benefits of well-designed, comprehensive, development, including the extent to which the development:*
> a. *Reflects the nature and scale of the development enabled within the zone and responds to the evolving, **more intensive identity of the centre;***
> b. *Optimises the development capacity of land, including sites that are large, narrow, vacant or ground level parking areas;*
> c. *Provides for the increased levels of residential accommodation enabled in this zone;*
> d. *Provides for a range of supporting business, open space and community facilities; and*
> e. *Is accessible for emergency service vehicles;*

It is noted that the equivalent CCZ, LCZ and NCZ policy clauses refer to the *'more intensive identity of the **neighbourhood**'* and a separate recommendation through this plan change will be to amend the MCZ clause for alignment with the other CMUZ. The rationale for this change is provided in a separate assessment.

Assessment of Options

Relevant Options

There are two options to address this issue, being:

i. Retain the existing provision (status quo); or
ii. Amend the objective to align with the equivalent LCZ and NCZ objectives. This amendment will also align the MCZ objective with the underlying policy clause MCZ-P7.2.a, subject to the clause being amended through this plan change.

Cost/Benefit Assessment

The costs and benefits of the Amenity and Design objectives were assessed in the section 32 report for the CCZ[1].

The costs and benefits of the two options for resolving the issue are detailed below.

Option 1: Status Quo	
Costs	**Benefits**
Environmental • Failure to clearly recognise the broader intensification settings of the District Plan can hinder the necessary changes to the built form and scale of urban development. These changes, which occur both within the centres and around them over time, are essential to creating well-functioning urban environments. *Economic* • Lack of consistency between the objective and the policy (recommended amendment) will create uncertainty as to how the provisions should be implemented. This will	*Environmental* • There are no environmental benefits that have not been previously identified. *Economic* • There are no economic benefits that have not been previously identified. *Social* • There are no social benefits that have not been previously identified. *Cultural* • There are no cultural benefits that have not been previously identified.

[1] Section 11.5

result in increased economic costs preparing and assessing resource consent applications. • Barriers to maximising the development of the MCZ will have implications for the economic viability of the MCZ. *Social* • Unintended barriers to commercial and residential development in the MCZ will prevent access to housing and the level of services that a MCZ is expected to provide. *Cultural* • There are no cultural costs that have not been previously identified.	
Option 2: Amend MCZ-O3 to align with LCZ-O3 and NCZ-O3	
Costs *Environmental* • There are no environmental costs other than those identified in the original section 32 report prepared for the CMUZ. *Economic* • There are no economic costs that have not previously been identified. *Social and Cultural* • There are no social or cultural costs that have not previously been identified.	**Benefits** *Environmental* • The environmental benefit will be the realisation of development capacity enabled in the two MCZ, and resultant creation of well-functioning urban environments. The result will be centres and adjoining residential areas that are complementary in scale and achieve well-functioning urban environments. *Economic* • Alignment between the MCZ objective and underlying policy will reduce costs associated with preparing and assessing resource consent applications, including with respect to urban design assessments. • Additionally, alignment between the CMUZ chapters will assist to reduce these costs. • Clearly expressing that the scale of built development both in and around the two MCZ will increase removes the expectation that existing levels of residential amenity will be maintained. This will assist to remove a potential unintended barrier at the resource consent stage and reduce costs associated with the assessment of an application. *Social and Cultural* • Recognising that the scale of built development both in and around the two MCZ will increase will remove a potential unintended barrier to the realisation of additional building height within these centres and the development of new housing. • Requiring high quality design and amenity outcomes will benefit the occupants of both MCZ, and the adjoining residents who use the services that these centres provide.

Effectiveness and efficiency

Amending MCZ-O3 is considered to improve the effectiveness of how the objective is applied. The proposed change seeks to appropriately recognise that the 2024 District Plan enables significant built development both the centres and residential zones that surround them. The change clarifies that existing levels of residential amenity will not be a barrier to increased built development in the MCZ.

Alignment with the equivalent LCZ and NCZ objectives will result in efficiencies for developers seeking resource consent for development in the MCZ.

Overall evaluation of Issue

When considering the suite of Amenity and Design objectives (CCZ-O5, MCZ-O3, LCZ-O3 and NCZ-O3), it is evident that the omission of the reference to *'and their surrounding residential areas'* creates an inconsistency within the CMUZ chapters.

In the context of the NPS-UD (notably policy 6) and strategic direction of the District Plan, the proposed amendment to MCZ-O3 will both clarify how the objective is to be applied, and achieve consistency with LCZ-O3, NCZ-O2 and the equivalent clause at CCZ-O5.4.

Therefore, Option 2 is the recommended option.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

Not amending the objective for alignment with the equivalent CMUZ objectives will retain an inconsistency between the chapters. It would be inappropriate not to create alignment when there is no identifiable reason why the objectives might differ.

Consultation

This change has been discussed with the Council's Resource Consent Team, who support the change.

No further consultation has been undertaken.

Recommendation

That MCZ-O3 (Amenity and Design) is amended as shown below:

> *Medium and high density mixed-use development is achieved that contributes to a good quality, well-functioning urban environment that reflects the changing urban form and amenity values of the Metropolitan Centres ~~Zone~~ and their surrounding residential areas.*

Consequential Amendments

It is also recommended that MCZ-P7.2.a is amended. This change is addressed separately.

There are no other consequential amendments required elsewhere in the District Plan.

Wellington City District Plan – Omnibus Plan Change

Commercial and Mixed Use Zones – Quality Development Outcomes Policy

CCZ-P9, MCZ-P7, LCZ-P7, NCZ-P7

Scope of Proposed Change

To amend the 'Quality Development Outcomes' policies within the Commercial and Mixed Use Zone chapters (CCZ-P9, MCZ-P7, LCZ-P7 and NCZ-P7) to assist with Plan implementation, and achieve consistency across the chapters.

Background

The 2024 District Plan enables significant additional building heights throughout its suite of Commercial and Mixed Use Zones (CMUZ), within a policy framework that seeks to ensure that development is of a high quality. CCZ-P9, MCZ-P7, LCZ-P7 and NCZ-P7 (Quality development outcomes) is applied consistently across the CMUZ to new buildings, and additions and alterations to existing buildings. The City Centre Zone (CCZ) policy is shown below:

CCZ-P9 Quality development outcomes

Require new development, and alterations and additions to existing development, at a site scale to positively contribute to the sense of place and distinctive form, quality and amenity of the City Centre Zone by:

1. *Fulfilling the intent of the Centres and Mixed Use Design Guide;*
2. *Recognising the benefits of well-designed, comprehensive development, including the extent to which the development:*
    a. *Reflects the nature and scale of the development enabled within the zone and responds to the evolving, more intensive identity of the neighbourhood;*
    b. *Optimises the development capacity of the land, including sites that are large, narrow, vacant or ground level parking areas;*
    c. *Provides for the increased levels of residential accommodation anticipated;*
    d. *Provides for a range of supporting business, open space and community facilities; and*
    e. *Is accessible for emergency service vehicles;*
3. *Ensuring that development, where relevant:*
    a. *Responds to the site context, particularly where it is located adjacent to:*
        i. *A scheduled site of significance to Māori;*
        ii. *A heritage building, heritage structure or heritage area;*
        iii. *An identified character precinct;*
        iv. *A listed public space;*
        v. *Residential zones;*
        vi. *Open space zones; and*
        vii. *The Waterfront Zone;*
    b. *Responds to the pedestrian scale of narrower streets;*
    c. *Responds to any identified significant natural hazard risks and climate change effects, including the strengthening and adaptive reuse of existing buildings;*
    d. *Provides a safe and comfortable pedestrian environment;*
    e. *Enhances the quality of the streetscape and the private/public interface;*
    f. *Integrates with existing and planned active and public transport activity movement networks, including planned rapid transit stops;*
    g. *Allows sufficient flexibility for ground floor space to be converted to a range of activities, including residential along streets that are not subject to active frontage and/or verandah coverage requirements; and*
    h. *Positively contributes to the sense of place and distinctive form of the City Centre where the site or proposal will be prominent.*
4. *Recognising the benefits of well-designed accessible, resilient and sustainable development, including the extent to which the development:*

a. *Enables universal accessibility within buildings, ease of access for people of all ages and mobility/disability; and* b. *Incorporates a level of building performance that leads to reduced carbon emissions and increased climate change and earthquake resilience; and* c. *Incorporates construction materials that increase the lifespan and resilience of the development and reduce ongoing maintenance costs.* The policy went through several iterations in response to submissions. The Independent Hearings Panel (IHP) largely adopted officer recommendations in relation to amending the policy. Notably, a new matter requiring consideration of the Centres and Mixed Use Design Guide (CMUDG) was added as point 1 (as shown above). This change was applied consistently to CCZ-P9, MCZ-P7, LCZ-P7 and NCZ-P7. Concurrently, references to the CMUDG as a matter of discretion within any applicable rules were removed (as the policies themselves are a matter of discretion) and a fully revised Design Guide was introduced. The IHP also changed the name of the policy from '*City Design Outcomes'* to '*City Development Outcomes'*. For further context and relevant statutory and 2024 District Plan information refer to the CMUZ Regulatory and Policy Direction Assessment.
Issue The policy is complex with many components. A number of minor implementation issues have been identified. Additionally, there are a small number of inconsistencies across the policies that were not intended and need amending to provide consistency across the CMUZ chapters. The issue includes the following components: 1. That clause 2.a of MCZ-P7 requires that the design of development *'reflects the nature of scale of the development enabled within the zone and responds to the evolving, more intensive development of the* ***centre****',* but not the wider ***neighbourhood,*** inclusive of the surrounding residential areas which themselves will undergo change through the Medium Density Residential Zone (MRZ) and High Density Residential Zone (HRZ) provisions. This is different to the equivalent clause in the equivalent policy CCZ-P9, LCZ-P7 and NCZ-P7 all require consideration of both the *'evolving, more intensive identity of the neighbourhood'*. 2. That a hyperlink at clause 3.a.iv of CCZ-P9, directs Plan users to the definition of *'public space'* and not to Appendix 9 (being the listed public spaces that the clause is requiring development responds to). Not having a hyperlink to the relevant appendix creates uncertainty which public spaces are intended. 3. That there are instances of missing punctuation throughout the policies. Further background information relating to each of these matters is provided in this assessment.

Assessment of Options

The following assessment sets out whether or not amendments to the provisions are necessary for improved Plan implementation and consistency.

Relevant Options

For the purposes of this evaluation, the following options have been considered in relation to each of the issues identified within the policies:

- **Option 1:** Retain the status quo, with no amendments to CCZ-P9, MCZ-P7, LCZ-P7 and NCZ-P7; or
- **Option 2:** Amend the policies to address the issue.

Cost/Benefit Assessment

The options are assessed in the table below. A single analysis is provided for Option 1. The analysis of Option 2 is separated to address each recommended change.

Option 1: Retain the status quo (no amendments to the policies)

The first component of the issue is considered to be the most significant in that it will change how the Metropolitan Centre Zone (MCZ) policy will be applied:

- *1. That clause 2.a of MCZ-P7 (Quality development outcomes) only requires consideration of the centre and not the adjoining residential zone, whereas CCZ-P9, LCZ-P7 and NCZ-P7 all require consideration of both the centre and the residential context.*

The retention of MCZ-P7.2.a in its current form has the potential to impose unintended constraints on development potential, as it could be interpreted to mean that while development within the MCZ is expected to intensify (particularly with respect to building height), there will not be a corresponding increase in the adjoining residential zones. If interpreted in such a way, an assessment could be overly restrictive and unfavourable for a development on the boundary between the MCZ and surrounding residential land where intensification is also enabled by the Plan.

The costs and benefits associated with retaining the current clause are shown below.

Costs	**Benefits**
Environmental • Failure to recognise the broader intensification settings of the District Plan, which enable changes to the built form and scale of urban development (over time) to create well-functioning urban environments. *Economic* • Uncertainty of implementation will result in increased economic costs preparing and processing resource consent applications.	*Environmental* • There are no environmental benefits that haven't been previously identified in the section 32 reports prepared for the Proposed District Plan (PDP)[1]. *Economic* • There are no economic benefits that have not been previously identified.

[1] Refer to CMUZ Regulatory and Policy Direction Assessment for details.

• Barriers to maximising the development of the MCZ will have implications for the economic viability of the MCZ. *Social* Failure to recognise that intensification is enabled both in and around the MCZ may inadvertently limit commercial and residential development in these centres. The social implication is that housing, and access to the level of services that a MCZ provides, will not be available for people who seek to live in this context. *Cultural* • There are no cultural costs that have not been previously identified.	*Social* • Recognising that maximum building height limits in both MCZ have increased substantially, local residents may see the clause as a useful mechanism for protecting existing levels of amenity. Hence retaining this barrier may have a perceived social benefit in terms of reducing uncertainty, particularly for adjacent residential properties. *Cultural* • There are no cultural benefits that have not been previously identified.

The remaining components of the issue are considered minor, will assist with Plan consistency and will not change how the '*Quality development outcomes'* policies across the suite of CMUZ chapters will be implemented:

- *2. That a hyperlink at clause 1.a.iv of the CCZ policy, directing plan users to Appendix 9 (being the listed public spaces that the clause is requiring development responds to).*
- *3. That there are instances of missing punctuation throughout the policies.*

Given the minor nature of these issues, retaining the status quo does not give rise to any significant environmental, economic, social or cultural costs or benefits. The operation of the policies remains efficient and effective as they are. No detailed assessment of costs and benefits has been undertaken.

However, retaining the status this is not the preferred option as the changes recommended at Option 2 below provide for improved implementation and Plan user experience.

Effectiveness and efficiency

When considering CCZ-P9, MCZ-P7, LCZ-P7 and NCZ-P7 in their entirety, the amendments to the policies will improve the effectiveness of interpretation, with resulting efficiencies for developers seeking resource consent where consideration of the applicable policy is required. The recommended changes to the policies, as detailed later in this report, will also provide clarity for property owners in the surrounding context, including in the adjoining residential zones.

Overall evaluation of Option 1

For these reasons, retaining the status quo is not considered to be the best option to address the overarching issue, being to resolve minor implementation issues and provide for consistencies across the CMUZ.

Option 2: To amend CCZ-P9, MCZ-P7, LCZ-P7 and NCZ-P7

Option 2.a - Amend clause 2.a of MCZ-P7.

At present, the policy is as follows (emphasis added):

> *Require new development, and alterations and additions to existing development at a site scale, to positively contribute to the sense of place, quality and amenity of the Neighbourhood Centre Zone by:*
>
> 2. *Recognising the benefits of well-designed, comprehensive development, including the extent to which the development:*
>   a. *Reflects the nature and scale of the development enabled **within the zone** and responds to the evolving, **more intensive identity of the centre**;*

This policy gives effect to MCZ-O3 (Amenity and Design):

> *Medium and high density mixed-use development is achieved that contributes to a good quality, well-functioning urban environment that reflects the changing urban form and amenity values of the Metropolitan Centres Zone.*

Firstly, it is noted that to provide consistency with LCZ-O3 and NCZ-O2 it is recommended in a separate assessment that MCZ-O3 is amended as follows:

> *Medium and high density mixed-use development is achieved that contributes to a good quality, well-functioning urban environment that reflects the changing urban form and amenity values of the Metropolitan Centres ~~Zone~~ and their surrounding residential areas.*

A well-functioning urban environment includes both the centre and the residential context within which it sits. The 2024 District Plan enables significant increased development capacity within both the CMUZ and the residential zones adjoining these.

It was intended that assessment of development against MCZ-P7 (and the equivalent CMUZ policies) would recognise that the realisation of Plan-enabled development potential will significantly alter the scale and nature of development both within and around centres over time. Additionally, the intention of this clause is to prevent creating an unintended barrier to intensification where existing residential development is of a lesser scale (especially on the boundary of CMUZ and residential zones), on the basis that this is also expected to intensify, particularly in the HRZ adjoining both the Johnsonville and Kilbirnie MCZ.

As demonstrated in bold above, the first part of MCZ-P7 clause 2.a relates to development within the zone as well as the second part. The equivalent clauses 2.a of CCZ-P9, LCZ-P7 and NCZ-P7 all refer to both the centre as well as the broader spatial area of the *'neighbourhood'*. Given that the equivalent policies in centres zones both above and below in the centres hierarchy have consistent drafting referencing this broader spatial area, this implies that the reference to 'centre' in MCZ-P7.2.a was a drafting error. This was not picked up through submissions or analysis of the provisions in preparation of the section 42A report. Nor was it addressed in the recommendation report provided by the IHP.

There are two options for addressing this issue, being:

(i) To amend clause 2.a of MCZ-P7 to align with MCZ-O3 (amended through this plan change) by also referencing the surrounding residential areas, as shown below:

> *a. Reflects the nature and scale of the development enabled within the zone and responds to the evolving, more intensive identity of the centre and surrounding residential areas;*

(ii) To amend clause 2.a of MCZ-P7 (Quality development outcomes) to align with CCZ-P9, LCZ-P7 and NCZ-P7 as follows:

a. Reflects the nature and scale of the development enabled within the zone and responds to the evolving, more intensive identity of the ~~centre~~ neighbourhood;

Both of the above options will recognise that development in both the centres and the adjacent residential neighbourhoods is expected to intensify. However, option 2a(ii) is the preferred option because it will achieve consistency with CCZ-P9, LCZ-P7 and NCZ-P7. There is no logical reason to depart from the language used in the CCZ, LCZ and NCZ for this zone.

This amendment will change the way the clause is applied. It will change the scope of assessment against the clause in a resource consent assessment to include consideration of the built form and development outcomes enabled within the wider neighbourhood where intensification is also enabled by the Plan, rather than being focused on the centre zone itself.

The outcome expected by this change is increased recognition and policy support for intensified development from the status quo (where this is of a suitable quality), recognising the changes enabled in the wider neighbourhood. It will also avoid an overly restrictive and unfavourable policy assessment particularly for developments near or on boundaries between the MCZ and surrounding residential zones. An analysis of the costs and benefits of this change is provided below. I note that the same costs and benefits would apply to option 2a(i).

Costs	**Benefits**
Environmental • One environmental cost of changing the policy will be the potential impact on the residential amenity within the HRZ adjoining the two MCZ. The amendment recognises that the level of built development and amenity of the HRZ is also changing. This was the intent at the time of drafting of the provision, so as to give effect to the requirements of the NPS-UD, but is not expressed accurately in the current wording. *Economic* • There are no economic costs other than those identified in the original section 32 report. *Social and Cultural* • There are no identified social or cultural costs other than those identified in the original section 32 report.	*Environmental* • The environmental benefit will be the realisation of development capacity enabled in the two MCZ, and resultant creation of well-functioning urban environments. • The result will be centres and adjoining residential areas that are complementary in scale and achieve well-functioning urban environments. *Economic* • Clearly expressing that the scale of built development both in and around the two MCZ will increase removes the expectation that current residential levels of residential amenity will be retained. This will assist to remove a potential unintended barrier at the resource consent stage and reduce costs associated with the assessment of an application. *Social and Cultural* • Recognising that the scale of built development both in and around the two MCZ will remove a potential unintended barrier to the realisation of additional housing capacity, enabling people to live both in and around these centres. • Requiring high quality design and amenity outcomes will benefit the occupants of both MCZ, and the adjoining residents who use the services that these centres provide.

Effectiveness and Efficiency

The recommended change aligns with the direction, and supports the effective implementation of NPS-UD objective 1, assisting with the development of well-functioning urban environments. There is no clear reason why MCZ-P7.2.a differs from the equivalent CCZ, LCZ and NCZ clauses and the proposed amendment will improve consistency across the CMUZ chapters. This will assist Plan users with interpretation of the policy and assist to provide certainty as to how it is applied. Hence it is considered to be an effective and efficient way of addressing the issue.

Option 2.b – Amend the hyperlink to 'public space' at clause 3.a.iv of the CCZ policy

At present, the clause is as follows:

iv. A listed public space.

The hyperlink (underlined) takes Plan users to the definition of 'public space'. This is not manually added, but rather a function of the ePlan. Therefore, it is not possible to resolve the issue by changing the hyperlink.

The intent of clause 3 is to require consideration of development on sites that have been recognised in the District Plan as having unique values. This includes:

- Signs and areas of significance to Māori (SCHED7)
- Heritage buildings, structures and areas (SCHED1, SCHED2, SCHED3)
- Character precincts (MCZ-PREC01, MCZ-PREC02, MCZ-PREC03)
- Residential and open space zones (MRZ, HRZ, OSZ)

In the CCZ, this also includes:

- The Waterfront Zone
- Listed public spaces.

The term *'A listed public space'* is not intended to capture all public spaces as defined in the Plan, but rather those spaces set out at Appendix 9 (City Centre Zone and Special Purpose Waterfront Zone – Minimum Sunlight Access and Wind Comfort Control – Public Space Requirements). Additional building standards apply to development in and around the public spaces identified in the appendix.

Therefore, the hyperlink in the policy to the definition of *'public space'* is not useful as it directs Plan users to the incorrect part of the ePlan. Retaining this hyperlink will result in broader application of the policy than was intended, and will prevent this from effectively regulating development adjacent to the protected public spaces.

It is also noted that all other references in the chapter are to *'identified'*, rather than *'listed'* public spaces. This creates an inconsistency between the policy and other provisions (objectives, rules and standards).

To resolve this issue, the following amendment is recommended that CCZ-P9.3.a.iv is amended to refer to '*A public space identified in Appendix 9'*.

In the context of consideration of the policy as a whole, any environmental, economic, social or cultural costs associated with this change are expected to be negligible. There are limited environmental, social or cultural benefits; however, narrowing down the requirement so that it only applies to public spaces identified at Appendix 9 (and not all public spaces) may reduce costs associated with resource consent applications. Again, in the context of the policy as a whole, this benefit is expected to be negligible.

Effectiveness and efficiency

For the reasons detailed above, the proposed change to clause 3.a.iv of CCZ-P9 is an effective way to address the identified issue that will ensure that the clause is implemented as was originally intended in an efficient manner.

Option 2.c - Correct punctuation and minor errors

There are instances in the policies of missing semicolons and incorrectly located conjunctions between the clauses. Revisiting the policies through this plan change provides an opportunity to correct these errors.

Any such changes will not change how the respective policy clauses are implemented. There are no environmental, economic, social or cultural costs or benefits associated with the correction of the minor punctuation errors within the policies, which could also be amended by way of a clause 20A amendment prior to the notification of this plan change.

Effectiveness and efficiency

This change will correct small errors that have been identified and does not alter how any of the policies are implemented. It is an effective and efficient way of providing clarity for Plan users.

Overall evaluation of Option 2

The changes detailed above are considered to be minor in nature and do not change the intent of the policies, which is to ensure that development within the CMUZ result in quality development outcomes and, as development intensifies over time, well-functioning urban environments.

Overall, it is evident that amendments to CCZ-P9, MCZ-P7, LCZ-P7 and NCZ-P7 will assist with interpretation and implementation of these policies, thereby benefitting both developers and Council officers assessing resource consent applications.

Risk of acting/not acting

There is sufficient information to assess the risk of acting or not acting.

It is not intended that any specific clause of the Amenity and Design policies is applied in isolation, but rather that the clauses set a framework for a comprehensive assessment of any particular building design. Hence retaining the current versions of CCZ-P9, MCZ-P7, LCZ-P7 and NCZ-P7 is considered to be a low-risk option.

Nevertheless, to improve the implementation of the policies, ensure consistency across the suite of CMUZ chapters, and for an improved Plan user experience, a number of changes are recommended. These changes are considered to be minor in nature, with no associated risk.

Overall evaluation of issue

Overall, given the recommended changes resolve the minor identified issues, there is more risk if these are not implemented than if they are. This being that the identified clauses will not be correctly or efficiently implemented by developers and/or Council officers, leading to unnecessary costs and delays at the resource consent application stage.

Consultation

The recommended amendments at Option 2 have been discussed with members of the Resource Consents Team to ensure that these resolve the identified Plan implementation and consistency issues. Feedback has been provided confirming that the changes appropriately address the issue.

Due to the minor nature of the changes, no further consultation has been undertaken.

Recommendation

Following the assessment above, Option 2 (To Amend CCZ-P9, MCZ-P7, LCZ-P7 and NCZ-P7) is the recommended option. Tracked changes versions of the policies showing these changes are provided below.

As demonstrated in the assessment above, for the most part there are limited costs and benefits associated with the recommended changes. Nevertheless, the costs of not acting will be greater than the costs of amending the provisions as recommended, in particular with respect to lack of clarity as to how CCZ-P9, MCZ-P7, LCZ-P7 and NCZ-P7 should be applied.

Recommended Changes

CCZ-P9 - Quality development outcomes

Require new development, and alterations and additions to existing development, at a site scale to positively contribute to the sense of place and distinctive form, quality and amenity of the City Centre Zone by:

1. Fulfilling the intent of the Centres and Mixed Use Design Guide;
2. Recognising the benefits of well-designed, comprehensive development, including the extent to which the development:
    a. Reflects the nature and scale of the development enabled within the zone and responds to the evolving, more intensive identity of the neighbourhood;
    b. Optimises the development capacity of the land, including sites that are large, narrow, vacant or ground level parking areas;
    c. Provides for the increased levels of residential accommodation anticipated;
    d. Provides for a range of supporting business, open space and community facilities; and
    e. Is accessible for emergency service vehicles;
3. Ensuring that development, where relevant:
    a. Responds to the site context, particularly where it is located adjacent to:
        i. A scheduled site or area of significance to Māori;
        ii. A heritage building, heritage structure or heritage area;
        iii. An identified character precinct;
        iv. A ~~listed~~ public space identified at Appendix 9;
        v. Residential zones;
        vi. Open space zones; and
        vii. The Waterfront Zone;
    b. Responds to the pedestrian scale of narrower streets;

c. Responds to any identified significant natural hazard risks and climate change effects, including the strengthening and adaptive reuse of existing buildings;
d. Provides a safe and comfortable pedestrian environment;
e. Enhances the quality of the streetscape and the private/public interface;
f. Integrates with existing and planned active and public transport activity movement networks, including planned rapid transit stops;
g. Allows sufficient flexibility for ground floor space to be converted to a range of activities, including residential along streets that are not subject to active frontage and/or verandah coverage requirements; and
h. Positively contributes to the sense of place and distinctive form of the City Centre where the site or proposal will be prominent;~~.~~

4. Recognising the benefits of well-designed accessible, resilient and sustainable development, including the extent to which the development:
   a. Enables universal accessibility within buildings, ease of access for people of all ages and mobility/disability; ~~and~~
   b. Incorporates a level of building performance that leads to reduced carbon emissions and increased climate change and earthquake resilience; and
   c. Incorporates construction materials that increase the lifespan and resilience of the development and reduce ongoing maintenance costs.

MCZ-P7 - Quality development outcomes

Require new development, and alterations and additions to existing development at a site scale, to positively contribute to the sense of place, quality and amenity of the Metropolitan Centre Zone by:

1. Fulfilling the intent of the Centres and Mixed Use Design Guide;
2. Recognising the benefits of well-designed, comprehensive, development, including the extent to which the development:
   a. Reflects the nature and scale of the development enabled within the zone and responds to the evolving, more intensive identity of the neighbourhood ~~centre~~;
   b. Optimises the development capacity of land, including sites that are large, narrow, vacant or ground level parking areas;
   c. Provides for the increased levels of residential accommodation enabled in this zone;
   d. Provides for a range of supporting business, open space and community facilities; and
   e. Is accessible for emergency service vehicles;
3. Ensuring that the development, where relevant:
   a. Responds to the site context, particularly where it is located adjacent to:
      i. A scheduled site or area of significance to Māori;
      ii. A heritage building, heritage structure or heritage area;
      iii. Residential zoned areas; and
      iv. Open space zoned areas;
   b. Provides a safe and comfortable pedestrian environment;
   c. Enhances the quality of the streetscape and public / private interface;
   d. Integrates with existing and planned active and public transport movement networks; ~~and~~
   e. Allows sufficient flexibility for ground floor space to be converted for a range of activities, including residential; and
   f. Positively contributes to the sense of place and distinctive form of the Metropolitan Centre where the site or proposal will be prominent;
4. Recognising the benefits of well-designed accessible, resilient and sustainable development, including the extent to which the development:
   a. Enables universal accessibility within buildings, ease of access for people of all ages and mobility/disability; ~~and~~
   b. Incorporates a level of building performance that leads to reduced carbon emissions and increased climate change and earthquake resilience; and
   c. Incorporates construction materials that increase the lifespan and resilience of the development and reduce ongoing maintenance costs.

LCZ-P7 - Quality development outcomes

Require new development, and alterations and additions to existing development at a site scale, to positively contribute to the sense of place, quality and amenity of the Local Centre Zone by:

1. Fulfilling the intent of the Centres and Mixed Use Design Guide;
2. Recognising the benefits of well-designed, comprehensive development, including the extent to which the development:
    a. Reflects the nature and scale of the development enabled within the zone and responds to the evolving, more intensive identity of the neighbourhood;
    b. Optimises the development capacity of land;
    c. Provides for the increased levels of residential accommodation enabled in this zone; and
    d. Provides for a range of supporting business, open space and community facilities;
    e. Is accessible for emergency service vehicles;~~.~~
3. Ensuring that the development, where relevant:
    a. Responds to the site context, particularly where it is located adjacent to:
        i. A scheduled site or area of significance to Māori;
        ii. Heritage buildings, heritage structures and heritage areas;
        iii. An identified character precinct;
        iv. Residential zoned areas;
        v. Open space zoned areas;
    b. Provides a safe and comfortable pedestrian environment;
    c. Enhances the quality of the streetscape and public / private interface;
    d. Integrates with existing and planned active and public transport movement networks, including planned rapid transit stops; ~~and~~
    e. Allows sufficient flexibility for ground floor space to be converted for a range of activities, including residential; and
    f. Positively contributes to the sense of place and distinctive form of the Local Centre where the site or proposal will be prominent;~~.~~
4. Recognising the benefits of well-designed accessible, resilient and sustainable development, including the extent to which the development:
    a. Enables universal accessibility within buildings, ease of access for people of all ages and mobility/disability; ~~and~~
    b. Incorporates a level of building performance that leads to reduced carbon emissions and increased climate change earthquake resilience; and
    c. Incorporates construction materials that increase the lifespan and resilience of the development and reduce ongoing maintenance costs.

NCZ-P7 - Quality development outcomes

Require new development, and alterations and additions to existing development at a site scale, to positively contribute to the sense of place, quality and amenity of the Neighbourhood Centre Zone by:

1. Fulfilling the intent of the Centres and Mixed Use Design Guide;~~.~~
2. Recognising the benefits of well-designed, comprehensive development, including the extent to which the development:
    a. Reflects the nature and scale of the development enabled within the zone and responds to the evolving, more intensive identity of the neighbourhood;
    b. Optimises the development capacity of land;~~.~~
    c. Provides for the increased levels of residential accommodation enabled in this zone; ~~and~~
    d. Provides for a range of supporting business, open space and community facilities; and
    e. Is accessible for emergency service vehicles;~~.~~
3. Ensuring that the development, where relevant:
    a. Responds to the site context, particularly where it is located adjacent to:
        i. A scheduled site or area of significance to Māori; ~~or~~
        ii. Heritage buildings, heritage structures and heritage areas; ~~or~~
        iii. An identified character precinct; ~~or~~
        iv. Residential zoned areas; ~~or~~
        v. Open space and recreation zoned areas;

b. Provides a safe and comfortable pedestrian environment; c. Enhances the quality of the streetscape and public / private interface; d. Integrates with existing and planned active and public transport movement networks, including planned rapid transit stops; and e. Allows sufficient flexibility for ground floor space to be converted for a range of activities, including residential;. 4. Recognising the benefits of well-designed accessible, resilient and sustainable development, including the extent to which the development: a. Enables universal accessibility within buildings, ease of access for people of all ages and mobility/disability; ~~and~~ b. Incorporates a level of building performance that leads to reduced carbon emissions and increased climate change and earthquake resilience; and c. Incorporates construction materials that increase the lifespan and resilience of the development and reduce ongoing maintenance costs.
Consequential Amendments No consequential amendments are required.

Wellington City District Plan – Omnibus Plan Change

Hospital Activities and Healthcare Facilities in the Commercial and Mixed Use Zones

Scope of Proposed Change

To amend the Commercial and Mixed Use Zones policies and add new Permitted Activity rules within these zones to enable hospital activities and healthcare facilities.

Background

The Commercial and Mixed Use Zones (CMUZ) enable a wide range of activities. This is achieved by providing a comprehensive list of activities enabled within the *'Enabled activities'* policy for the respective zone (CCZ-P1, MCZ-P2, LCZ-P2, NCZ-P2 and MUZ-P2), and the underlying rule frameworks. For the most part, activities enabled in the policies have a corresponding Permitted Activity rule pathway. Any activity without a specific rule falls under the umbrella of *'All other land use activities'* and will require resource consent as a Discretionary Activity.

The District Planning Team has reviewed the activities enabled in the CMUZ and has identified that there is no Permitted Activity pathway for hospital activities or healthcare facilities, despite these being suitable for location within these zones.

Hospital activities and healthcare facilities include a wide range of activities associated with providing healthcare services, as defined here.

For further context and relevant statutory and 2024 District Plan information refer to the CMUZ Regulatory and Policy Direction Assessment.

Note that hospital activities and healthcare facilities activities are also Permitted Activities within the Special Purpose Hospital Zone that applies to the following established hospitals:

- Wellington Regional Hospital | Ngā Puna Wai Ora, Newtown
- Southern Cross Hospital, Newtown
- Wakefield Hospital, Newtown
- Bowen Hospital, Crofton Downs.

Issue

That hospital activities and healthcare facilities are not provided for as Permitted Activities within the CMUZ.

Assessment of Options

The following assessment sets out whether amendments to the provisions are necessary for improved Plan implementation and consistency.

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- **Option 1:** Retain the status quo, with all hospital activities and healthcare facilities in the CMUZ requiring resource consent for a Discretionary Activity.
- **Option 2:** To amend the suite of 'Enabled activities' policies and add new Permitted Activities rules to permit hospital activities and healthcare facilities within the CMUZ.

Cost/Benefit Assessment

The costs and benefits of the two options are assessed in the table below.

Option 1: Retain the status quo	
Costs *Environmental* • Requirement to travel further to reach hospital activities and healthcare facilities will have environmental costs associated with this travel. • There will be increased potential for these activities to be located in the residential zones adjoining a CMUZ, when they would be more appropriate within the centre. *Economic* • Loss of development opportunities for these activities through a restrictive policy approach in the CMUZ. • Increased resource consent costs. *Social* • Potential to restrict centres from becoming well-functioning urban environments where people and communities can provide for their social needs. Healthcare facilities are considered social infrastructure in the NPS-UD. *Cultural* • None identified.	**Benefits** *Environmental* • No environment benefits have been identified. *Economic* • No economic benefits have been identified. *Social* • No social benefits have been identified. *Cultural* • No cultural benefits have been identified.
Effectiveness and efficiency Retaining the status quo is not considered to be an effective or efficient method of resolving the issue as it contributes to reduced development potential (for developers) and access to hospital activities and healthcare facilities (for residents).	
Overall evaluation of Option 1 For these reasons, Option 1 is not recommended.	
Option 2: Amend the CMUZ 'Enabled activities' (CCZ-P1, MCZ-P2, LCZ-P2, NCZ-P2 and MUZ-P2) and add new Permitted Activities rules to permit hospital activities and healthcare facilities	
Costs *Environmental* • There are no environmental costs. *Economic* • There are no economic costs.	**Benefits** *Environmental* • Increased opportunities in the CMUZ to meet the needs of landowners/developers. • Ability to co-locate different healthcare related services so these.

Social • There are no social costs. *Social* • There are no cultural costs.	• CMUZ are located on public transport routes and accommodate a wide range of activities that generate similar effects to hospital activities and healthcare facilities (such as transport safety and efficiency and carbon reduction effects). *Economic* • Reduced barriers to developers with respect to maximising the development of CMUZ sites. *Social* • Improved potential for people and communities to have a one-stop shop centre where they access all their needs. *Cultural* • No cultural benefits have been identified.
Effectiveness and Efficiency The recommended change aligns with the policy direction and supports the effective implementation of NPS-UD objective 1 by assisting with the development of well-functioning urban environments. The effects of locating hospital activities and healthcare facilities within CMUZ are expected to be comparable with the effects generated by other Permitted Activities and reduce resource consenting barriers to efficient land use. Hence Option 2 is considered an effective and efficient way of addressing the issue.	
Overall evaluation of Option 2 The recommended changes to the CMUZ 'Enabled activities' policies and inclusion of new Permitted Activities rules are considered to achieve the intent of the NPS-UD and strategic direction of the 2024 District Plan (for example, CKEP-O2, SCA-O1 to SCA-O3, SSRC-O1, UFD-O1 and UFD-O7). Overall, it is evident that the proposed amendments will benefit both developers and the public in general. Therefore, Option 2 is recommended.	

Risk of acting/not acting

There is sufficient information to assess the risk of acting or not acting.

Not acting will create inherent barriers to the effective development of CMUZ sites, and the ability to locate (and co-locate) hospital activities and healthcare facilities within these zones. This has economic implications for landowners and creates an unnecessary barrier to the development of these activities close to where people work and live.

The change gives effect to Objective 1 of the NPS-UD as hospital activities and healthcare facilities contribute to well-functioning urban environments.

Conversely, enabling hospital activities and healthcare facilities within the CMUZ improves the opportunities available to landowners/developers, improves access to these facilities and has negligible effects. The recommended changes are considered to be minor in nature, with no associated risk.

Overall evaluation of issue

As demonstrated in the assessment above, for the most part there are limited benefits associated with retaining the status quo and various benefits associated with the recommended amendments. The proposed amendments remove an unnecessary restriction on land development and provide clarity for developers, resource consent planners and the public in general.

Consultation

No consultation has been undertaken.

Recommendation

For the reasons set out in this assessment, Option 2 is the recommended option.

Recommended Changes

1. **Amend CCZ-P1, MCZ-P2, LCZ-P2, NCZ-P2 and MUZ-P2**

CCZ-P1 - Enabled activities

Enable a range and diversity of activities that support the purpose of the City Centre Zone and enhances its vibrancy and amenity, including:

1. Commercial activities;
2. Residential activities, located;
    a. Above ground level; or
    b. At ground level along any street not subject to active frontage and/or verandah coverage requirements.
3. Community facilities;
4. Educational facilities;
5. Arts, culture and entertainment activities;
6. Emergency service facilities;
7. Marae activities;
8. Community corrections activities;
9. Public transport activities;
10. Visitor accommodation;
11. Repair and maintenance service activities;
12. Recreation activities;
13. Parliamentary activities;
14. Government activities; ~~and~~
15. Civic activities~~.~~; and
16. Hospital activities and healthcare facilities.

MCZ-P2 - Enabled activities

Enable a range of activities that contribute positively to the purpose of the zone and meet sub-regional needs including:

1. Commercial activities;
2. Residential activities;
3. Community facilities;
4. Educational facilities;
5. Arts, culture, and entertainment activities;
6. Marae activities;
7. Emergency service facilities;
8. Community corrections activities;

9. Visitor accommodation;
10. Recreation activities;
11. Repair and maintenance service activities;
12. Industrial activities; ~~and~~
13. Public transport activities~~.~~; and
14. Hospital activities and healthcare facilities.

LCZ-P2 - Enabled activities

Enable a range of activities that contribute positively to the role and function of the Zone and meet the needs of the residential catchment and surrounding suburbs including:

1. Commercial activities;
2. Residential activities;
3. Community facilities;
4. Educational facilities;
5. Arts, culture, and entertainment activities;
6. Emergency service facilities;
7. Community corrections activities;
8. Visitor accommodation;
9. Recreation activities;
10. Public transport activities; and
11. Industrial activities~~.~~; and
12. Hospital activities and healthcare facilities.

NCZ-P2 - Enabled activities

Enable a range of activities that contribute positively to the role and function of the Zone and meet the needs of the residential catchment and surrounding suburbs including:

1. Commercial activities;
2. Residential activities;
3. Community facilities;
4. Educational facilities;
5. Arts, culture, and entertainment activities;
6. Emergency service facilities;
7. Community corrections activities;
8. Visitor accommodation;
9. Recreation activities;
10. Public transport activities; and
11. Industrial activities~~.~~; and
12. Hospital activities and healthcare facilities.

MUZ-P2 – Enabled activities

Enable a range of activities that contribute positively to the role and function of the Zone and meet the needs of the residential catchment and surrounding suburbs including:

1. Commercial activities;
2. Residential activities;
3. Community facilities;
4. Educational facilities;
5. Arts, culture, and entertainment activities;
6. Emergency service facilities;
7. Community corrections activities;
8. Visitor accommodation;
9. Recreation activities;
10. Public transport activities; and
11. Industrial activities~~.~~; and
12. Hospital activities and healthcare facilities.

1. Add new Permitted Activities Rules

CCZ-Rx, MCZ-Rx, LCZ-Rx, NCZ-Rx and MUZ-Rx – Hospital activities and healthcare facilities	
	1. Activity Status: **Permitted**

Consequential Amendments

No consequential amendments are required.

Wellington City District Plan – Omnibus Plan Change

Controls on residential activities in Commercial and Mixed Use Zones

CCZ-P2 – Potentially Incompatible Activities

CCZ-R16, MCZ-R12, LCZ-R10, NCZ-R10 – Residential Activities

Scope of Proposed Change

To amend CCZ-P2 and CCZ-R16, MCZ-R12, LCZ-R10 and NCZ-R10 to ensure that residential activities are enabled in appropriate locations within the City Centre Zone, Metropolitan Centre Zone, Local Centre Zone and Neighbourhood Centre Zone, and for District Plan consistency.

Background

For relevant statutory and 2024 District Plan information refer to the Commercial and Mixed Use Zones (CMUZ) Regulatory and Policy Direction Assessment.

Residential Activities in the Commercial and Mixed Use Zones

For the most past residential activities are permitted across the suite of CMUZ chapters; however, CCZ-P2 identifies that these are *'potentially incompatible'* within the City Centre Zone (CCZ) where the residential activity is at the ground floor level along streets identified as requiring *'active frontages'* or *'verandah control'*. CCZ-R16 (Residential activities) gives effect to CCZ-P2:

Potentially incompatible activities

Only allow activities that are potentially incompatible with the purpose of the City Centre Zone, where they will not have an adverse effect on its vitality, vibrancy, amenity, resilience and accessibility. Potentially incompatible activities include:

1. *Industrial activities;*
2. *Yard-based retail activities;*
3. *Carparking at ground level;*
4. *Demolition of buildings that result in the creation of vacant land; and*
5. *Ground floor residential activities on streets identified as requiring either an active frontage or verandah.*

The equivalent policies in the lower order centres are MCZ-P4, LCZ-P4 and NCZ-P4. Rules MCZ-R12, LCZ-R10 and NCZ-R10 give effect to these policies. These rules also restrict ground floor residential activities at street edge where a site is identified as having a *'non-residential activity frontage'*.

The *'active frontages'*, *'non-residential frontages'* and *'verandah control'* standards apply along streets with high pedestrian traffic and established commercial use. The purpose of these standards is to ensure the ongoing vibrancy and vitality of key pedestrian routes, while also preventing poor residential amenity outcomes associated with commercial conversions along these streets. *'Non-residential frontages'* are identified typically on side streets of CMUZ where lower levels of pedestrian amenity and activation are acceptable, but which still contribute to the commercial and mixed use nature of the centre.

'Active frontages', *'non-residential frontages'* and *'verandah control'* are identified as *'Specific Controls'* layers in the ePlan maps. *'Active frontages'* were *'primary frontages'* within the 2000 District Plan, whereas *'non-residential frontages*' were *'secondary frontages'.*

Purpose of the Provisions

Policy 2 of the NPS-UD requires the Council to *"provide at least sufficient development capacity to meet expected demand for housing and business land over the short term, medium term and long term".* Considering this, the Council needs to ensure that the District Plan provides sufficient development capacity for business land.

CCZ-P2 above, and the equivalent Metropolitan Centre Zone (MCZ), Local Centre Zone (LCZ) and Neighbourhood Centre Zone (NCZ) policies, impose controls on a range of activities to achieve the retention of business / commercial development capacity. One such control is the restriction of ground level residential activities on identified streets.

The Sense Partners *'Retail and Market Assessment'*[1] provides additional rationale for this control. With respect to activation of the street, Sense Partners advised that:

- Viable retail is typically located at ground floor (and retail above ground floor is less likely to be viable);
- Retail units generally generate greater rent for building owners (in comparison to residential units); and
- Streetscape vibrancy and vitality is better served by street-facing retail/commercial tenancies rather than residential units.

In terms of residential amenity provided to building occupants, Sense Partners advised:

- Demand for ground floor apartments within the CCZ is heavily influenced by factors such as privacy, security and access;
- Ground level apartments can provide advantages in terms of accessibility;
- Ground level apartments can provide amenity by way of small gardens, which will be more attractive than decks to some buyers;
- Street noise at ground level can adversely impact residential amenity; and
- Retail at ground level (for example cafes and supermarkets) can enhance the appeal of apartments in the upper levels of a building and the level of amenity available to the residential occupants.

By regulating residential development at ground floor level, the CMUZ rule framework seeks to manage the effects detailed above.

Hearing Stream 4

The appropriateness of ground floor residential activities in the CMUZ was discussed in detail during hearing stream 4, particularly with respect to a submission from Kāinga Ora[2] requesting that the clauses preventing this activity along frontages requiring verandah coverage were removed from the rules.

In the section 42A report[3] for the CCZ the Council's reporting officer advised that, while the 2024 District Plan does provide significant opportunities for ground floor residential activities within the CCZ, there is strong policy direction that this should not be located on streets with active frontages or verandah requirements[4]. She advised that: *"The exclusions in CCZ-P1, CCZ-P2 and CCZ-R14 for residential activities that are incompatible are not just about visibility on the street edge. I consider that there is sufficient alternative areas of the CCZ where residential activity at ground floor has*

[1] retail-and-market-assessment-november-2020.pdf, p102-103.
[2] Submission no. 391.
[3] Section 42A Report, para 642.
[4] Ibid, para 642.

been enabled and considered appropriate"[5]. This reflected her view that residential development should be restricted across the entirety of a ground floor of a site with an identified frontage, for the purposes of retaining commercial development capacity in these locations.

The Council's reporting officer for the MCZ, LCZ and NCZ chapters generally agreed with this view, but noted that ground floor level residential located behind the street edge would be more acceptable in these zones.

Independent Hearing Panel's Recommendation

The Independent Hearing Panel (IHP)[6] agreed with the Council's reporting officers that there were appropriate opportunities for ground level residential activities within the CMUZ, and that in the CCZ these should not be located anywhere at the ground level of buildings where the active frontages and/or frontages where verandah levels notations apply.

The Council adopted the IHP's recommendations, which are now operative.

Operative District Plan Provisions

For the reasons set out above, the operative 2024 District Plan establishes a policy framework where:

a. In the CCZ – there will be no residential activities at ground level of any sites on streets that have active edges or verandah requirements. This applies to the entirety of the ground level of the site and seeks to ensure that suitable commercial development capacity is retained in the CCZ, as is required by the NPS-UD.

b. In the MCZ, LCZ and NCZ – there is no residential activity at the street edge (ie site frontage) along streets that have active frontage or non-residential frontage requirements, but that residential activity can occur behind the street edge. For example, a commercial tenancy can be provided at the street frontage, with residential development behind.

c. In the MUZ – residential activity is restricted at ground level.

Resource consent for a Restricted Discretionary Activity is required when any requirements within the respective Permitted Activity rules are not met. Within the CCZ, MCZ, LCZ and NCZ eight matters of discretion must be considered, whereas in the MUZ the only matter is MUZ-P5.

Inconsistencies in the CCZ, MCZ, LCZ and NCZ Provisions and Suitability of Matters of Discretion

Planners in the Council's Resource Consents Team have been identified that there are inconsistencies in the provisions that render the Plan difficult to interpret.

1. CCZ-P2, MCZ-P4, LCZ-P4 and NCZ-P3 (Potentially incompatible activities)

The CCZ policy differs from the lower order CMUZ policies as shown below (highlight added):

CCZ-P2.5:
Ground floor residential activities on streets identified as requiring either an active frontage or verandah.

MCZ-P4.3, LCZ-P4.3 and NCZ-P4.3:
Ground floor residential activities on street edges identified as having an active frontage or non-residential activity frontage; …

[5] Ibid, para 237.
[6] IHP Report: CCZ, para 171.

2. CCZ-R16.1, MCZ-R12.1, LCZ-R10.1 and NCZ-R10.1 (Residential activities)

As shown below, the Permitted Activity rules that the policies relate to have inconsistent wording within them:

CCZ-R16.1	MCZ-R12.1, LCZ-R10.1, NCZ-R10.1
Activity status: **Permitted** Where: a. The activity is located: i. Above ground floor level; or ii. At ground floor level along any street edge not identified as an active frontage; or iii. At ground level along any street not identified as requiring verandah coverage.	Activity status: **Permitted** Where: a. The activity is located: i. Above ground floor level; ii. At ground floor level along any street edge not identified as an active frontage; iii. At ground floor level along any street edge not identified as a non-residential activity frontage; iv. At ground level along any street not identified as requiring verandah coverage.

3. Matters of Discretion under CCZ-R16.2, MCZ-R12.2, LCZ-R10.2 and NCZ-R10.2

Where the Permitted Activity rules above are not met (ie residential activities are proposed at ground floor in a CMUZ and the site has an identified street frontage), there is a Restricted Discretionary Activity resource consent pathway to consider whether the activity can occur.

Within the notified Proposed District Plan the activity status for residential activities that did not meet the Permitted Activity rule was originally Discretionary. This was to align with the policy framework that identified such activities as *'potentially incompatible'*.

Following the hearing the Council's reporting officer recommended amending the activity status to Discretionary Restricted in the CCZ. The rationale for this change, which was carried down to the lower order centres, is provided in the reporting officer's Right of Reply[7]. In this reply, the reporting officer also recommended the following matters of discretion:

1. *The matters in CCZ-P2, CCZ-P4 and CCZ-P9;*
2. *The extent and effect of non-compliance with CCZ-S7 and CCZ-S8;*
3. *Whether residential activities exceed 50% of the street frontage at ground floor;*
4. *The extent to which an acceptable level of passive surveillance is maintained between the interior of the building and the street or area of public space;*
5. *The extent to which the building frontage is designed and located to create a strong visual alignment with adjoining buildings;*
6. *The effect on the visual quality of the streetscape and the extent to which the activity contributes to or detracts from the surrounding public space;*
7. *The continuity of verandah coverage along the identified street, informal access route or public space; and*
8. *The extent to which non-compliance with verandah coverage will adversely affect the comfort and convenience of pedestrians.*

With the exception of the policies and standards referenced, these matters also apply under the equivalent MCZ, LCZ and NCZ rules.

[7] Right of Reply Response: CCZ, para 157-159

A concern has been raised that the matters of discretion conflate the matters that should be addressed under the rule. Further consideration has been given to the suitability of the matters of discretion, as detailed in the table below.

Matter of discretion	Matters assessed	Relevance to *'Residential activities'*
1	The matters in CCZ-P2 (Potentially incompatible activities), CCZ-P4 (Housing choice) and CCZ-P9 (Quality development outcomes) Equivalent CMUZ policies: - MCZ-P4 - LCZ-P4 - NCZ-P4	The policies provide for an adequate assessment of the effects of providing residential activities at the ground level of buildings, recognising that: - On identified frontages residential activities are potentially incompatible and should *'only be allowed'* where these do not have an adverse effect on the vibrancy and amenity of the centre; - That residential activities are *'enabled'* across the CMUZ; and - That quality development outcomes are *'required'*.
2	The extent and effect of non-compliance with CCZ-S7 (Verandahs) and CCZ-S8 (Active frontage control) Equivalent CMUZ standards: - MCZ-S5 (Verandah control) - MCZ-S6 (Active frontage and non-residential activity frontage controls) - LCZ-S4 (Verandah control) - MCZ-S5 (Active frontage and non-residential activity frontage controls) - MCZ-S4 (Verandah control) - MCZ-S5 (Active frontage and non-residential activity frontage controls)	The standards regulate activities occurring at the street edge, and residential activities will reduce compliance with the standards as: - Residential activities and active frontage/non-residential frontage activities are mutually exclusive (where one occurs the other does not); and - Verandah coverage is less likely to be constructed over a residential activity occurring on the street edge as this can reduce amenity within the unit (for example access to sunlight). Where residential activities are proposed to be located along an identified street frontage the assessment criteria within the standards can provide value in guiding how an application should be considered.
3	Whether residential activities exceed 50% of the street frontage at ground floor	This matter is similar to the matter above, in that an application will take into consideration the extent of the non-compliance – for example, if more than 50% of a site frontage contains residential activities then the outcome of the application may be less favourable. Given this matter also seeks to provide for activation at the street edge and is addressed through the *'active frontages control'/'active and non-residential frontages control'* standards it is not considered necessary.
4	The extent to which an acceptable level of passive surveillance is maintained between the interior of the building and the street or area of public space	Again, this matter is regulated through the assessment criteria under the *'active frontages control'/'active and non-residential frontages control'* standards and is not considered necessary.
5	The extent to which the building frontage is designed and located to create a strong visual alignment with adjoining buildings;	This matter relates to building design and does not specifically relate to residential activities.

		Noting that new buildings, and building alterations and additions, in the CMUZ typically require resource consent, visual alignment is addressed through the applicable *'Building and structures activities'* rules.
6	The effect on the visual quality of the streetscape and the extent to which the activity contributes to or detracts from the surrounding public space	This matter relates to building design and does not specifically relate to residential activities. Visual quality on the streetscape is better addressed through the applicable *'Building and structures activities'* rules. The extent to which the activity contributes to, or detracts from, the surrounding public space is a relevant matter as it addresses the interaction between the residential activity inside a building and the adjacent public environment.
7	The continuity of verandah coverage along the identified street, informal access route or public space	This matter relates to building design and does not specifically relate to residential activities. It is better addressed through the applicable *'Building and structures activities'* rules.
8	The extent to which non-compliance with verandah coverage will adversely affect the comfort and convenience of pedestrians	This matter relates to building design and does not specifically relate to residential activities. It is better addressed through the applicable *'Building and structures activities'* rules.

As detailed in the table, for the most part the matters of discretion relate the effects of not providing either a verandah or an active/non-residential frontage in locations where these are required. These effects are considered to be more relevant to the assessment of the building design, rather than in relation to the activity occurring inside the building. In any event, an assessment against the applicable *'Quality development outcomes'* policy for the zone, which includes a requirement to assess the CMUDG, will address the matters specified.

Further Consideration of the Purpose of the Provisions

Further to the matters set out above, the District Planning Team has given further consideration to the environmental effects that CCZ-R16, MCZ-R12, LCZ-R10 and NCZ-R10 are seeking to manage.

While the District Plan seeks to optimise development capacity in the CMUZ, the need to restrict residential development across the entirety of the ground level of potentially large sites has been questioned. The *'active frontage'*, *'verandah control'* or *'active frontages and non-residential activity frontages'* standards seek to manage effects at the interface between a building and the public realm, and there is a concern that it is inappropriate to use rules as a proxy for protecting commercial development capacity, particularly in the CCZ.

Notably, where the Permitted Activity requirements of the rule are not met, and resource consent is required as a Restricted Discretionary Activity. In addition to the Potentially Incompatible Activities policy (CCZ-P2), the matters of discretion require consideration of the policies relating to Housing Choice (CCZ-P4) and Quality Design Outcomes (CCZ-P9), both of which seek to provide for design flexibility and residential use. Therefore, the restriction on ground floor residential development across the entirety of the ground floor is potentially at odds with these other policies and conflates the purpose of the standards.

Issue

That the 2024 District Plan provisions regulating ground floor residential activities in the CMUZ include a number of inconsistencies and include unnecessary matters of discretion, resulting in efficiencies in their implementation.

There are three parts to this issue:

1. There is an inconsistency between CCZ-P2.5, which refers to residential activities being potentially incompatible *'on streets identified as requiring either an active frontage or verandah'*, and the equivalent clauses at MCZ-P4.3, LCZ-P4.3 and NCZ-P4.3, which all refer to '*street edges'* (underline added);
2. That *'streets'* and *'street edges'* are used inconsistently within the clauses of the CMUZ Permitted Activity rules that give effect to the *'Potentially incompatible activities'* policies; and
3. There are unnecessary and irrelevant matters of discretion within the Restricted Discretionary Activity rules.

Further, that the *'active frontage'*, *'verandah control'* or *'active frontages and non-residential activity frontages'* standards are incorrectly used as a mechanism for protecting commercial development capacity in the CCZ.

Assessment of Options

Relevant Options

This assessment sets out whether or not minor amendments to the provisions are necessary for improved District Plan implementation and consistency.

There are two relevant options, being:

1. Retain the status quo; or
2. Amending the CCZ, MCZ, LCZ and NCZ policies and rules.

Cost/Benefit Assessment

The costs and benefits of the two options are described below.

Option 1: Retain the Status Quo

This assessment refers to:

a. Retaining the status quo with respect to the use of 'street' and 'street edge' in the CMUZ policies; and
b. Retaining the status quo with respect to the CMUZ rules.

Costs	Benefits
Environmental • Restricting residential activities across the entire ground floor level of sites in the CCZ with identified frontages will prevent the adaptable use of these sites and prevent the advantages identified by Sense Partners	*Environmental* • An environmental benefit could be the retention of ground level commercial space in the CCZ, in locations where it has been identified that this is most appropriate.

(particularly with respect to accessibility) from being realised. *Economic* • The status quo lacks clarity and therefore imposes additional consenting costs on developers. • The status quo reduces the ability for developers to adapt the ground level of a building to respond to market conditions, and may result in unviable outcomes and prevent development. *Social* • Constraints on ground floor development potential can result in commercial tenancies that remain unoccupied, thereby reducing the vitality and vibrancy of the immediate area. *Cultural* • No direct or indirect cultural costs have been identified.	*Economic* • No direct or indirect economic benefits have been identified. *Social* • No direct or indirect social benefits have been identified. *Cultural* • No direct or indirect cultural benefits have been identified.

Effectiveness and efficiency of Option 1

Retaining the status quo is not considered to be an effective or efficient method of achieving the strategic direction of the Plan, or well-functioning urban environments in accordance with the requirements of the NPS-UD.

Overall evaluation of Option 1

The purpose of the active frontage and verandah controls is to provide interaction and public amenity at street edges, and not across the entirety of a site and is overly restrictive of mixed-use development. Noting this, and that the Sense Partners report identifies that ground level residential activities may be beneficial in some circumstances, the status quo is not considered to be the most appropriate option.

Option 2: Amending the CCZ, MCZ, LCZ and NCZ policies and rules

This option would involve amending:

1. CCZ-P2.5 so that all four policies refer to *'street edges'; and*
2. The Permitted Activity rules; and
3. The matters of discretion within the Restricted Discretionary rules.

The recommended changes are detailed below.

1. CCZ-P2 (Potentially incompatible activities)

The purpose of the *'active frontage control'* standard is to provide a positive interface between the interior and exterior of buildings, that is to 'activate' the street edge. In the lower order centresthe *'non-residential activity frontage control'* standard has a similar purpose and is applies to frontages where commercial activities may not be necessary, but residential activities are not

considered appropriate. The purpose of the *'verandah control'* standard is to provide for pedestrian amenity (shelter from the elements).

Noting the environmental effects that the standards seek to control, it is evident that these are all only intended to apply to the frontage of a building that faces the street (not all boundaries/ elevations of a building). This might be two elevations where a site has dual frontage or is on a corner, or internal to a site in a small number of circumstances (an example is the DEV1: Kilbirnie Bus Barns site, which has an internal non-residential activity frontage requirement).

On this basis, the requirement that residential activities are restricted across the entirety of the ground level of sites in the CCZ is considered to be unduly onerous. While the current wording of the policy may result in the retention of ground level business/commercial development capacity, there is no evidence to suggest there is insufficient capacity provided in the zone or that the benefits of preventing residential activities internally within the ground floor level outweigh the costs. Consequently, it is recommended that CCZ-P2 is amended as follows:

4. *Ground floor residential activities on street~~s~~ edges identified as requiring either an active frontage or verandah.*

This change also addresses the concern that the standards are being used as a proxy for protecting commercial development capacity in the CCZ, noting that CCZ-P4 and CCZ-P9 provide for flexibility in this respect. Removing the constraint on residential development behind the street edge will assist developers to respond to market conditions and maintain building occupancy.

2. CCZ-R16.1, MCZ-R12.1, LCZ-R10.1 and NCZ-R10.1 (Residential activities)

Noting the recommended amendment to CCZ-P2, it is necessary to also change the wording of the final clauses of the respective Permitted Activity rules as shown below:

CCZ-R16.1	**MCZ-R12.1, LCZ-R10.1, NCZ-R10.1**
Activity status: **Permitted** Where: a. The activity is located: i. Above ground floor level; or ii. At ground floor level along any street edge not identified as an active frontage; or iii. At ground level along any street edge not identified as requiring verandah coverage.	Activity status: **Permitted** Where: a. The activity is located: i. Above ground floor level; ii. At ground floor level along any street edge not identified as an active frontage; iii. At ground floor level along any street edge not identified as a non-residential activity frontage; iv. At ground level along any street edge not identified as requiring verandah coverage.

The above changes will align the CCZ Permitted Activity rule with the policy framework, permitting residential activities at ground level where these are away from the street edge. The changes to the matters of discretion assist to clarify how an application for non-compliance with the Permitted Activity rules should be assessed, focussing on the effects of the non-residential activity specifically.

This change will reduce confusion as to how these rules apply, within the context of the policy intent as previously discussed. It also addresses the unintended consequence of the verandah coverage clause potentially being more onerous than the active and non-residential frontage clauses.

3. Matters of Discretion under CCZ-R16.2, MCZ-R12.2, LCZ-R10.2 and NCZ-R10.2

The following amendments would target the matters of discretion under CCZ-R16.2, MCZ-R12.2, LCZ-R10.2 and NCZ-R10.2 to the effects that the *'active frontage'*, *'verandah coverage'* or *'active frontages and non-residential activity frontages'* standards seek to manage:

Matters of discretion are:

~~1.~~ 1. The matters in CCZ-P2, CCZ-P4 and CCZ-P9;
~~2.~~ 2. The extent and effect of non-compliance with CCZ-S7 and CCZ-S8;
~~3. Whether residential activities exceed 50% of the street frontage at ground floor;~~
~~4. The extent to which an acceptable level of passive surveillance is maintained between the interior of the building and the street or area of public space;~~
~~5. The extent to which the building frontage is designed and located to create a strong visual alignment with adjoining buildings;~~
~~6.~~ 3. The ~~effect on the visual quality of the streetscape and the~~ extent to which the residential activity contributes to, or detracts from, the surrounding public space;
~~7. The continuity of verandah coverage along the identified street, informal access route or public space; and~~
~~8. The extent to which non-compliance with verandah coverage will adversely affect the comfort and convenience of pedestrians.~~

The costs and benefits of these changes are detailed below.

Costs	Benefits
Environmental • A reduction in commercial development potential may occur in the CCZ. • While the proposed amendments to the rules are more permissive of residential development, any resultant environmental amenity effects will be at the interior of a site (and not at the street frontage). • Considering the context of the overall development, the environmental costs of amending the rules are considered to be negligible. *Economic* • The costs to developers seeking to include residential activities at ground level along identified frontages were addressed in the original Section 32 Report. The proposed amendments to the rules will not impose additional development costs. • There may be economic costs to the city resulting from the reduction in commercial space (as commercial rates are higher than residential rates). *Social* • Noting that this change does not change the requirement for activation at the street edge, there are no social costs.	*Environmental* • The amendments will clarify that ground floor residential activities are acceptable when located away from an identified street frontage, thereby increasing the residential development capacity across the full extent the CCZ and ensuring that buildings remain occupied. • Enabling residential activity at ground level provides benefits to residential occupants, particularly with respect to accessibility and the provision of outdoor living space. • The matters of discretion currently conflate the effects of the residential activity to those associated with the failure to provide verandahs or active/non-residential activities at the street edge. Reducing the matters of discretion will focus the assessment on the effects of the non-residential activity and ensure that these are appropriately managed. • The environmental result will be well-functioning urban environments. *Economic* • Clearly expressing where residential activities are acceptable in the CMUZ and reducing the matters of discretion that need to be assessed will reduce costs associated with the preparation and assessment of a resource consent applications.

Cultural • No cultural costs have been identified.	• Providing for residential activities at ground level, albeit behind the 'frontage' of a building, will provide additional options for development of CCZ sites, thereby improving the viability of site development. • Allowing for adaptable use of ground level tenancies will provide for the ongoing economic viability of buildings as market conditions change. • Clarity and consistency within the CMUZ policies will assist to reduce design and consenting costs. • There are economic benefits to the City where buildings are occupied. This benefit is of particular significance insofar as if the changes are not made, and the District Plan retains a hard stance against residential activities within the CCZ, then the number of vacant unoccupied buildings is likely to increase. *Social* • The proposed changes do not remove te requirement to provide active/non-residential frontages or verandahs along identified frontages. Retaining suitable ground level commercial space will ensure the CCZ and other CMUZ can continue to provide for business and commercial activities, as well as the range of other activities and services these centres provided. This will provide social benefits to the City and communities that the respective centres serve. *Cultural* • No cultural benefits have been identified.

Effectiveness and efficiency

Amending CCZ-P2.5 is an effective and efficient way of resolving the issue. The change will provide additional opportunities for residential activities at ground level in the CCZ where these are appropriately located. The change will also improve consistency between the CMUZ policies, providing clarity for Plan users.

Amending the Permitted and Restricted Discretionary Activity rules as detailed is an effective and efficient way of resolving the issue. The change will provide alignment between the policy and rule framework and provide for residential activities at ground level in the CCZ where these are appropriately located away from identified frontages. The change will reduce the complexity associated with resource consent applications and improve consistency between the CMUZ rules, providing clarity for Plan users.

Overall evaluation of Option 2

The Sense Partners report identifies that there are benefits to providing both commercial and residential activities at ground floor. Amending the CCZ policy will provide for further adaptability of built development, enabling the use of a building to be responsive to market conditions.

Option 2 is recommended as it will assist to clarify how the CCZ policy and wider CMUZ rules are intended to be applied while retaining the underlying purpose of providing activation and pedestrian amenity at building edges and, as a result, vibrancy and vitality within the CMUZ. There are negligible costs associated with the change and it is an effective and efficient way to resolve the issue, and a range of benefits – most notably the environmental and economic benefits arising from having occupied buildings as opposed to vacant commercial tenancies. The changes will ensure that development throughout the CMUZ can be responsive to market conditions, creating vibrancy and vitality within the respective centres and contributing to well-functioning urban environments.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

Not acting (ie retaining the status quo) will mean that the issues identified with the CCZ policy and suite of Permitted Activity rules is not resolved. Retaining the status quo with respect to the matters of discretion does not involve any inherent risk, but is not the best outcome in terms of Plan implementation.

The risks of acting are primarily associated with the loss of ground floor commercial space in the CCZ.

Overall evaluation of the issue

To improve the implementation of the both the CCZ policy and the CMUZ Permitted and Restricted Discretionary Activity rules, improve consistency across the suite of CMUZ chapters, and for an improved Plan user experience, the changes are recommended. The identified benefits of the recommended changes are considered to outweigh any associated costs.

Consultation

The table below details feedback resulting from internal consultation on this issue.

Resource Consents Team	
Urban Design Team	The proposed changes are supported. In particular, residential activities are supported at ground level behind active frontages as this provides for the adaptable and sustainable use of the ground level of a building.

It is envisaged that the development community will be interested in this amendment; however, no direct consultation has been undertaken. Feedback will be considered following the receipt of submissions.

Recommendation

For the reasons detailed in this assessment, Option 2 is recommended.

In summary, the following changes are recommended:

1. That CCZ-P2.5 is amended to refer to *'street edges'*. This will reinforce that the standards apply to the identified frontages only, and create consistency with the equivalent MCZ, LCZ and NCZ policies; and
2. That *'street'* is replaced with *'street edge'* at CCZ-R16.1.a.iii, MCZ-R12.1.a.iv, LCZ-R10.1.a.iv and NCZ-R10.1.a.iv. This will avoid further queries about CMUZ consistency arising in the future, when as noted above the intent is that the standard applies to *'street edges'*; and
3. That the matters of discretion at CCZ-R16.2, MCZ-R12.2, LCZ-R10.2 and NCZ-R10.2 are amended to reduce the level of complexity involved in assessing applications made under these rules; and
4. Consequential amendments, as detailed below.

Consequential Amendments

CCZ-P9

The CMUZ *'Quality development outcomes'* policies also address residential activities. This suite of policies (CCZ-P9, MCZ-P7, LCZ-P7 and NCZ-P7) require development to positively contribute to the sense of place and distinctive form, quality and amenity of the respective CMUZ.

Clause CCZ-P7.3.g seeks to ensure that development, where relevant:

g. Allows sufficient flexibility for ground floor space to be converted to a range of activities, including residential along streets that are not subject to active frontage and/or verandah coverage requirements; and…

Clauses MCZ-P7.3.e, LCZ-P7.3.e and NCZ-P7.3.e are as follows:

e. Allows sufficient flexibility for ground floor space to be converted for a range of activities, including residential.

To reflect the proposed change to CCZ-R16.1, which will enable residential activities behind the street edge in the CCZ, it is recommended that the wording of the CCZ clause is amended as shown below:

g. Allows sufficient flexibility for ground floor space to be converted to a range of activities, including residential ~~along streets that are not subject to active frontage and/or verandah coverage requirements~~; and…

This change will also improve consistency within the CMUZ *'Quality development outcomes'* policies, for improved Plan user experience.

CCZ-S7

This assessment has identified that there is a discrepancy between the name of CCZ-S7 (Verandahs) and the equivalent titles of the equivalent standards MCZ-S4, LCZ-S4 and NCZ-S4 (Verandah control).

For Plan consistency it is recommended that CCZ-S7 is renamed as Verandah control.

Recommended Changes

1. CCZ-P2 - Potentially incompatible activities

Only allow activities that are potentially incompatible with the purpose of the City Centre Zone, where they will not have an adverse effect on its vitality, vibrancy, amenity, resilience and accessibility. Potentially incompatible activities include:

1. Industrial activities;
2. Yard-based retail activities;
3. Carparking at ground level;
4. Demolition of buildings that result in the creation of vacant land; and
5. Ground floor residential activities on street~~s~~ edges identified as requiring either an active frontage or verandah.

2. CCZ-P9 - Quality design outcomes

Require new development, and alterations and additions to existing development, at a site scale to positively contribute to the sense of place and distinctive form, quality and amenity of the City Centre Zone by:

1. Fulfilling the intent of the Centres and Mixed Use Design Guide;
2. Recognising the benefits of well-designed, comprehensive development, including the extent to which the development:
    a. Reflects the nature and scale of the development enabled within the zone and responds to the evolving, more intensive identity of the neighbourhood;
    b. Optimises the development capacity of the land, including sites that are large, narrow, vacant or ground level parking areas;
    c. Provides for the increased levels of residential accommodation anticipated;
    d. Provides for a range of supporting business, open space and community facilities; and
    e. Is accessible for emergency service vehicles;
3. Ensuring that development, where relevant:
    a. Responds to the site context, particularly where it is located adjacent to:
        i. A scheduled site of significance to Māori;
        ii. A heritage building, heritage structure or heritage area;
        iii. An identified character precinct;
        iv. A listed public space;
        v. Residential zones;
        vi. Open space zones; and
        vii. The Waterfront Zone;
    b. Responds to the pedestrian scale of narrower streets;
    c. Responds to any identified significant natural hazard risks and climate change effects, including the strengthening and adaptive reuse of existing buildings;
    d. Provides a safe and comfortable pedestrian environment;
    e. Enhances the quality of the streetscape and the private/public interface;
    f. Integrates with existing and planned active and public transport activity movement networks, including planned rapid transit stops;
    g. Allows sufficient flexibility for ground floor space to be converted to a range of activities, including residential ~~along streets that are not subject to active frontage and/or verandah coverage requirements~~; and
    h. Positively contributes to the sense of place and distinctive form of the City Centre where the site or proposal will be prominent.
4. Recognising the benefits of well-designed accessible, resilient and sustainable development, including the extent to which the development:
    a. Enables universal accessibility within buildings, ease of access for people of all ages and mobility/disability; and
    b. Incorporates a level of building performance that leads to reduced carbon emissions and increased climate change and earthquake resilience; and
    c. Incorporates construction materials that increase the lifespan and resilience of the development and reduce ongoing maintenance costs.

3. CCZ-R16.1, MCZ-R12.1, LCZ-R10.1, NCZ-R10.1 - Residential activities	
Activity status: **Permitted** Where: a. The activity is located: i. Above ground floor level; or ii. At ground floor level along any street edge not identified as an active frontage; or iii. At ground level along any street edge not identified as requiring verandah coverage.	Activity status: **Permitted** Where: a. The activity is located: i. Above ground floor level; ii. At ground floor level along any street edge not identified as an active frontage; iii. At ground floor level along any street edge not identified as a non-residential activity frontage; iv. At ground floor level along any street edge not identified as requiring verandah coverage.

4. CCZ-R16.2 - Residential activities

Activity status: **Restricted Discretionary**

Where:

Compliance with the requirements of CCZ-R16.1.a cannot be achieved.

Matters of discretion are:

~~1.~~ 1. The matters in CCZ-P2, CCZ-P4 and CCZ-P9;
~~2.~~ 2. The extent and effect of non-compliance with CCZ-S7 and CCZ-S8;
~~3. Whether residential activities exceed 50% of the street frontage at ground floor;~~
~~4. The extent to which an acceptable level of passive surveillance is maintained between the interior of the building and the street or area of public space;~~
~~5. The extent to which the building frontage is designed and located to create a strong visual alignment with adjoining buildings;~~
~~6.~~ 3. The ~~effect on the visual quality of the streetscape and the~~ extent to which the residential activity contributes to, or detracts from, the surrounding public space;
~~7. The continuity of verandah coverage along the identified street, informal access route or public space; and~~
~~8. The extent to which non-compliance with verandah coverage will adversely affect the comfort and convenience of pedestrians.~~

5. MCZ-R12.2 - Residential activities

Activity status: **Restricted Discretionary**

Where:

a. Compliance with the requirements of MCZ-R12.1.a cannot be achieved.

Matters of discretion are:

~~1.~~ 1. The matters in MCZ-P4, MCZ-P6 and MCZ-P7;
~~2.~~ 2. The extent and effect of non-compliance with MCZ-S5 and MCZ-S6;
~~3. Whether residential activities exceed 50% of the street frontage at ground floor;~~
~~4. The extent to which an acceptable level of passive surveillance is maintained between the interior of the building and the street or area of public space;~~
~~5. The extent to which the building frontage is designed and located to create a strong visual alignment with adjoining buildings;~~
~~6.~~ 3. The ~~effect on the visual quality of the streetscape and the~~ extent to which the residential activity contributes to, or detracts from, the surrounding public space;
~~7. The continuity of verandah coverage along the identified street, informal access route or public space; and~~
~~8. The extent to which non-compliance with verandah coverage will adversely affect the comfort and convenience of pedestrians.~~

6. LCZ-R10.2 - Residential activities

Activity status: **Restricted Discretionary**

Where:

a. Compliance with the requirements of LCZ-R10.1.a cannot be achieved. Matters of discretion are: ~~1.~~ 1. The matters in LCZ-P4, LCZ-P6 and LCZ-P7; ~~2.~~ 2. The extent and effect of non-compliance with LCZ-S4 and LCZ-S5; ~~3. Whether residential activities exceed 50% of the street frontage at ground floor;~~ ~~4. The extent to which an acceptable level of passive surveillance is maintained between the interior of the building and the street or area of public space;~~ ~~5. The extent to which the building frontage is designed and located to create a strong visual alignment with adjoining buildings;~~ ~~6.~~ 3. The ~~effect on the visual quality of the streetscape and the~~ extent to which the residential activity contributes to, or detracts from, the surrounding public space; ~~7. The continuity of verandah coverage along the identified street, informal access route or public space; and~~ ~~8. The extent to which non-compliance with verandah coverage will adversely affect the comfort and convenience of pedestrians.~~
7. NCZ-R10.2 - Residential activities
Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of NCZ-R10.1.a cannot be achieved. Matters of discretion are: ~~1.~~ 1. The matters in NCZ-P4, NCZ-P6 and NCZ-P7; ~~2.~~ 2. The extent and effect of non-compliance with NCZ-S4 and NCZ-S5; ~~3. Whether residential activities exceed 50% of the street frontage at ground floor;~~ ~~4. The extent to which an acceptable level of passive surveillance is maintained between the interior of the building and the street or area of public space;~~ ~~5. The extent to which the building frontage is designed and located to create a strong visual alignment with adjoining buildings;~~ ~~6.~~ 3. The ~~effect on the visual quality of the streetscape and the~~ extent to which the residential activity contributes to, or detracts from, the surrounding public space; ~~7. The continuity of verandah coverage along the identified street, informal access route or public space; and~~ ~~8. The extent to which non-compliance with verandah coverage will adversely affect the comfort and convenience of pedestrians.~~
8. CCZ-S7 - Verandah~~s~~ control

Wellington City District Plan – Omnibus Plan Change

CCZ-R18, MCZ-R15, LCZ-R13, NCZ-R13, MUZ-P2, MUZ-Rx – Car-parking Activities

Scope of Proposed Change

To amend CCZ-R18, MCZ-R15, LCZ-R13, NCZ-R13, amend MUZ-P2 and add a new Mixed Use Zone rule to address the inconsistent approach to the management of car-parking activities within the Commercial and Mixed Use Zones. Also, to incorporate a matter agreed to in mediation on an appeal from Foodstuffs North Island.

Background

The context and relevant statutory and 2024 District Plan information refer to the Commercial and Mixed Use Zones (CMUZ) Regulatory and Policy Direction Assessment.

Car-parking Activities in the City Centre Zone

CCZ-P2 identifies that car-parking activities are *'potentially incompatible'* within the City Centre Zone (CCZ) where these are located at ground floor level.

CCZ-P2 Potentially incompatible activities

Only allow activities that are potentially incompatible with the purpose of the City Centre Zone, where they will not have an adverse effect on its vitality, vibrancy, amenity, resilience and accessibility. Potentially incompatible activities include:

- *Industrial activities;*
- *Yard-based retail activities;*
- *Carparking at ground level;*
- *Demolition of buildings that result in the creation of vacant land; and*
- *Ground floor residential activities on streets identified as requiring either an active frontage or verandah.*

CCZ-R18 gives effect to CCZ-P2 by permitting car-parking activities in a range of circumstances, but otherwise requiring a publicly notified Discretionary Activity resource consent:

CCZ-R18 Car-parking activities	
	1. Activity status: **Permitted** Where: a. The activity involves: i. Provision of carparks above ground floor level; or ii. Provision of carparks below ground floor level; or iii. Provision of parking spaces for people with disabilities; or iv. Provision of ground floor level carparks that form part of a building specifically constructed and used for carparking purposes and that complies with CCZ-S8; or v. Provision of ground floor level carparks that form part of a building, are located to the rear of the site, comply with CCZ-S8 and are not visible from the street; or vi. Provision of carparks on a road.
	2. Activity status: **Discretionary** Where: a. Compliance with the requirements of CCZ-R18.1.a is not achieved. Notification status: An application for resource consent made in respect of rule CCZ-R18.2.a must be publicly notified.

Appeal on CCZ-R18

CCZ-R18 was appealed by Foodstuffs North Island Limited[1] (FSNI).

FSNI sought amendments to the Permitted Activity rule (CCZ-R18.1.v) to remove the words *'that form part of a building'*, and the deletion of the notification clause under the Discretionary Activity rule (CCZ-R18.2).

Following an initial mediation session on 12 November 2024, FSNI identified the following concerns:

- *Any changes to existing supermarket carparks would be captured by the rule, requiring discretionary consent and full public notification, including but not limited to:*
  - *Installation of click and collect facilities;*
  - *Installation of EV parking;*
  - *Installation of parent/mobility car parking;*
  - *Expansion of existing car parking;*
  - *Additions and alterations to back of house area where there is a connection between this and existing carparks that would result in a change of truck circulation onsite; and*
  - *Any reconfiguration to the carpark, including where the number of parking spaces provided is maintained, increased or decreased as a result of the above, or other changes such as:*
    - *i. for safety issues, including weather coverage of existing carparks,*
    - *ii. to reflect landscaping changes,*
    - *iii. to enable bicycle parking,*
    - *iv. for operational reasons, ie to trolley bays, accessways, servicing requirements, minor structural changes etc,*
- *Any carparking associated with the redevelopment of an existing site, even where carparking is already provided, would trigger discretionary consent and full public notification.*
- *Carparking provided as part of a new supermarket development, triggering mandatory public notification, when the supermarket building itself does not contain anything that triggers notification. We note here that there appears to be an inconsistency that carparking provided as part of a new supermarket development would trigger mandatory public notification, but a new carpark building would not.*

A follow up mediation session was held on 7 March 2025, and through subsequent correspondence, it has been agreed that a new clause will be added to CCZ-R18.1 as follows:

vi. *Reconfiguration of an existing carpark area (including where that reconfiguration results in a change to the type and/or number of parking or loading spaces provided) within the existing site boundary, provided that the existing carpark area within the site is not expanded.*

On 4 July 2025 the Environment Court issued a consent order requiring that the above clause be added to CCZ-R18.1, and that the notification clause under CCZ-R18.2 will be retained.

Car-parking Activities in the Metropolitan Centre Zone, Local Centre Zone and Neighbourhood Centre Zone

Within the Metropolitan Centre Zone (MCZ), Local Centre Zone (LCZ) and Neighbourhood Centre Zone (NCZ), MCZ-P4.1, LCZ-P4.1 and NCZ-P4.1 identify that car-parking activities are *'potentially incompatible'* when visible at the street edge along streets identified as requiring an *'active frontage'* or *'verandah coverage'*.

MCZ-R15, LCZ-R13 and NCZ-R13 give effect to the abovementioned policies. Under these rules car-parking activities that are not Permitted Activities require resource consent for a Discretionary Activity. There is no requirement for public notification in these zones.

[1] FSNI Appeal

In contrast to the CCZ policy, which seeks to regulate ground floor parking across the entirety of this zone, the lower order centres policies only identify car-parking activities as *'potentially incompatible'* along identified frontages. This difference reflects the higher significance of the CCZ in the centres' hierarchy.

The rules that underpin the suite of CMUZ policies are largely consistent, albeit with an additional clause at CCZ-R18.1.v to allow for car-parking activities that form part of a building, where they are located to the rear of the site, comply with CCZ-S8 and are not visible from the street. This clause was added through the CMUZ hearings process and is specific to the CCZ.

Car-parking Activities in the Mixed Use Zone

There is no Mixed Use Zone (MUZ) policy or rule that applies to car-parking activities. Therefore, these default to the category of *'All other activities'* and require resource consent as Discretionary Activity under MUZ-R15.

This creates a situation where the rule framework for car-parking activities is more restrictive in the MUZ than in the higher order CMUZ.

Hearing Stream 4

The appropriateness of the car-parking activities provisions across the CMUZ chapters was discussed in detail during hearing stream 4.

The Council's reporting officer for the CCZ chapter identified that in the CCZ the demolition of buildings, including for earthquake safety purposes, often results in 'temporary' car-parking on vacant sites and that it is not uncommon for this parking to become permanent. This outcome had been identified through the District Plan Review as a barrier to the effective optimisation of land development capacity, particularly as the 2000 District Plan had insufficient provisions to suitably prevent ground level car-parking.

Noting that the NPS-UD imposes additional requirements on the Council with respect to the optimisation of development capacity, the reporting officer advised against changing the activity status from Discretionary to Restricted Discretionary. In her view the higher Discretionary Activity status *"sends a strong signal that ground floor parking is considered to be a sub-optimal use of CCZ land"*[2] and is consistent with the policy direction.

The reporting officer introduced, through Appendix A to her Supplementary Statement of Evidence, an additional clause under the Permitted Activity rule to permit ground level car-parking when this is concealed within a building and located at the rear of the site.

In response to submissions requesting the deletion of the notification clause[3] from the CCZ rule, the reporting officer advised:

> *"I do not recommend that the public notification clause is removed from CCZ-R14.2. I consider mandatory public notification is appropriate as it discourages these activities from occurring within the zone at the expense of more appropriate activities and land uses that more efficiently optimise sites"*[4].

[2] Section 42A Report: CCZ, para 372.
[3] Precinct Properties New Zealand Limited [139.44], McDonald's [274.64], FSNI [476.56], Reading Wellington Properties Limited [441.4 and 441.5] and Woolworths [359.86 (supported by FSNI FS23.23)].
[4] Section 42A Report: CCZ, para 372.

The Council's reporting officer for the MCZ, LCZ and NCZ agreed with the above assessment, and noted that the CMUZ rules should be consistent across the zones. In the report for the MCZ[5], the reporting officer noted that:

> *"In conjunction with MCZ-R19 (Demolition or removal of buildings and structures), MCZ-R15 seeks to prevent the long term use of sites in the MCZ for car-parking purposes as this can undermine the viability and vibrancy of a centre and prevent the realisation of development potential".*

There is no assessment in relation car-parking activities in the Section 42A Report for the MUZ.

Implementation of the *'Car-parking Activities'* Provisions

Subsequent to the adoption of the '*Car-parking activities'* rules, planners in the Council's Resource Consents Team have identified that:

a. In the CCZ there is no Permitted Activity provision for car-parking where a site has dual frontage;
b. In the MCZ, LCZ and NCZ, while at grade parking on a street edge that is not identified as an 'active frontage' or 'non-residential activity frontage' was intended to be a permitted activity, the rule does not clearly express this intent. As a result, car-parking along these identified frontages defaults to requiring resource consent for a Discretionary Activity. Hence the rules are less permissive than along identified frontages;
c. As there is no policy or rule enabling car-parking activities in the MUZ, these must be considered as a Discretionary Activity under MUZ-R15 (All other activities). This means the Plan is more permissive of car-parking in higher order centres than in the MUZ.

Issue

That the approach to the management of 'Car-parking activities' across the CMUZ is ineffective.

Additionally, that the outcome agreed through mediation on the FSNI needs to be introduced to the remaining CMUZ chapters for District Plan consistency.

Assessment of Options

Relevant Options

This assessment sets out whether or not minor amendments to the provisions are necessary for improved District Plan implementation and consistency.

There are three relevant options, being:

1. Retain the status quo; or
2. Amend the CCZ, MCZ, LCZ and NCZ rules to address the identified deficiencies and incorporate the changes agreed through the mediation on the Foodstuffs appeal; and
3. Amend MUZ-P2 (Enabled activities) and introduce a new MUZ rule to provide for car-parking as a Permitted Activity.

[5] Section 42A Report: MCZ, para 199.

Cost/Benefit Assessment

Option 1: Retain the Status Quo

The costs and benefits of Option 1 (retaining the status quo) are described below.

Costs	Benefits
Environmental • Failing to provide any exemption for sites with dual frontage in the CCZ unduly restricts car-parking in this zone and does not provide for circumstances where this can located internal to a site and fully obscured from public view. This has an impact on building design and the realisation of development potential. • The MCZ, LCZ and NCZ Permitted Activity rules unintentionally prevent car-parking on sites without an identified *'active' or 'non-residential activity'* frontages, meaning the rule framework is more permissive of car-parking along the identified frontages than those not afforded protection. The environmental effect will be car-parking activities sited in appropriate locations in these centres. • The Discretionary Activity status for car-parking activities in the MUZ imposes unintended constraints on development potential as activities occurring on MUZ sites, which are located further from the city centre, are likely to require car-parking. *Economic* • With respect to dual site frontages in the CCZ and frontages that are not *'active'* or *'non-residential activity frontages'* in the MCZ, LCZ and NCZ, the status quo lacks clarity and therefore imposes additional consenting costs on developers. • In the MCZ, LCZ, NCZ and MUZ the status quo reduces the ability for developers to use sites that do not have any form of identified frontage for car-parking activities. The inability to provide car-parking in suitable locations may have an effect on the economic viability of activities on these sites. • The lack of a MUZ rule for car-parking means the activity will require consent, with the associated costs of applying and assessing the application, when this is not the intent of the District Plan to restrict parking in this zone. • There will be an economic cost to the Council and ratepayers if the mediation outcome is not incorporated into the CCZ rules, insofar as the appeal may need to proceed to an Environment Court hearing.	*Environmental* • Car-parking will remain heavily restricted across all CMUZ, providing for improved streetscape outcomes. *Economic* • No direct or indirect economic benefits have been identified. *Social* • No direct or indirect social benefits have been identified. *Cultural* • No direct or indirect cultural benefits have been identified.

• Inconsistency across the CMUZ chapters, where there is no clear reason for this, adds to complexity in preparation and assessment of resource consent applications. *Social* • No direct or indirect cultural costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	

Effectiveness and efficiency of Option 1

Retaining the status quo is not considered to be an effective or efficient method of achieving the strategic direction of the Plan, or well-functioning urban environments in accordance with the requirements of the NPS-UD.

Overall evaluation of Option 1

The CMUZ car-parking activities rules seek to ensure car-parking is appropriately located across the CMUZ. Specifically, the Permitted Activity rules provide for car-parking where this is not visible from the street in the CCZ and along identified MCZ, LCZ and NCZ frontages. Currently, there are gaps in the rules that may lead to unintended outcomes and unduly restrict car-parking in locations where this is appropriate.

Additionally, the status quo does not address the outcome that the Council has agreed to following mediation on the FSNI appeal.

For these reasons, the status quo is not considered to be the most appropriate option.

Option 2: Amend the CCZ, MCZ, LCZ and NCZ 'Car-parking Activities' rules and incorporate the changes resulting from mediation on the FSNI appeal

Option 2 will involve amending the rule to:

a. Address identified gaps in the rules as follows:

- CCZ-R18.1: Add a new clause relating to car-parking activities on sites with dual frontage;
- MCZ-R15.1, LCZ-R13.1 and NCZ-R13.1: Add new clauses relating to car-parking activities on sites that are not identified frontages, and a renumbering of the subsequent clauses; and
- MCZ-R15, LCZ-R13 and NCZ-R13: For consistency with the CCZ, add a new clause in relation to the outcome of the FSNI appeal.

The costs and benefits of these changes are set out in the table below.

Costs	Benefits
Environmental • The proposed changes will result in car-parking activities being a Permitted Activity in additional locations across the suite of CMUZ. Where this car-parking is visible from the street, there will be the potential for adverse streetscape effects. *Economic* • There is a potential economic cost to the city associated with use of a site for car-parking activities, insofar as this prevents other types of commercial development from occurring there. *Social* • No direct or indirect cultural costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	*Environmental* • Permitting car-parking internally within sites with dual frontage in the CCZ will enable additional ground level car-parking activities within this zone, while ensuring the streetscape outcomes that the existing provisions seek to achieve are provided for. This will assist with the realisation of development potential and creation of well-functioning urban environments. • Permitting car-parking at MCZ, LCZ and NCZ sites that do not have an identified *'active'* or *'non-residential activity'* frontage will provide for this to occur in appropriate locations, reducing constraints on development at the periphery of these CMUZ. This will assist with the realisation of development potential and creation of well-functioning centres. • Environmental effects arising from the use of a site for commercial car-parking activities can provide activation may be preferrable to those associated a vacant site. Use of the site as an at grade car park does not prevent future intensive future use of the site when market conditions become more favourable. • The new Permitted Activity clause agreed though the FSNI appeal will provide flexibility in car-parking layout and design, with no material change in the effects of the established car-parking activity. *Economic* • Clarifying where car-parking activities can be located will add clarity and therefore reduce resource consent costs for developers. • Providing opportunities for on-site car-parking in the CCZ will assist to improve the economic return on developments. • The inability to provide car-parking in suitable locations may improve with the economic viability of activities on these sites. • Adopting the mediation outcome will prevent additional costs relating to resolving the FSNI appeal. • The use of sites for commercial car-parking activities can provide economic benefits to landowners. • Reducing inconsistency across the CMUZ chapters, where appropriate, will reduce complexity in preparation and assessment of resource consent applications.

	Social • The proposed changes will provide for additional car-parking to occur as a Permitted Activity in locations across the City, thereby improving access to a wide range of activities. There will be associated social benefits. *Cultural* • The proposed changes will provide for additional car-parking to occur as a Permitted Activity in locations across the City, thereby improving access to a wide range of activities. There may be associated cultural benefits.

Effectiveness and efficiency of Option 2

Amending the CMUZ car-parking activity provisions is an effective and efficient way of resolving the issue. The change aligns with Objective 1 of the NPS-UD, the Strategic Direction of the 2024 District Plan[6] and the *'Potentially compatible activities'* policies in the respective chapters (which reference identified frontages).

Overall evaluation of Option 2

Option 2 will assist to clarify how the Permitted Activity rules are intended to be applied in changes across the CCZ, MCZ, LCZ and NCZ chapters. The recommended changes will provide additional opportunities for car-parking activities at ground level in appropriate locations.

The second proposed change will improve consistency between the CMUZ rules for car-parking activities, providing clarity for Plan users and prevent unintended circumstances where the provisions are more permissive with respect to identified frontages than on sites where there should in fact be no restriction.

Therefore, Option 2 is recommended.

Option 3: Amend MUZ-P2 (Enabled activities) and introduce a new MUZ rule to provide for car-parking as a Permitted Activity

Option 3 will involve:

a. Amending MUZ-P2 (Enabled activities) to clarify that car-parking activities are enabled in the zone; and
b. Adding a new Permitted Activity rule specific to car-parking activities that gives effect to the policy.

Costs	Benefits
Environmental • Where this car-parking is visible from the street, there will be the potential for adverse streetscape effects. Note that where resource consent is required for a building, the application will be assessed against the Commercial and Mixed Use Design Guide.	*Environmental* • Permitting car-parking activities in the MUZ will remove unintended constraints on development potential as activities occurring on MUZ sites, which are located further from the city centre, are likely to require car-parking.

[6] Commercial and Mixed Use Zones - Regulatory and Policy Direction Assessment.docx

Economic • Potential economic cost associated with use of a site for car-parking activities, where this prevents other types of commercial development from occurring there. *Social* • No direct or indirect cultural costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	*Economic* • Removing the requirement for resource consent for car-parking activities will reduce consenting costs for developers. *Social* • The proposed changes will provide for additional car-parking to occur as a Permitted Activity in locations across the City, thereby improving access to a wide range of activities. There will be associated social benefits. *Cultural* • The proposed changes will provide for additional car-parking to occur as a Permitted Activity in locations across the City, thereby improving access to a wide range of activities. There may be associated cultural benefits.

Effectiveness and efficiency of Option 3

Amending MUZ-P2 and adding a new Permitted Activity car-parking activity rule is an effective and efficient way of resolving the issue. It will provide for car-parking activities in a zone where these have not been identified as *'potentially incompatible activities'* and assist in the development of well-functioning urban environments.

Overall evaluation of Option 3

Option 3 involves changes across the MUZ chapter to ensure car-parking activities are appropriately located, and prevent unintended circumstances where the provisions are more permissive with respect to identified frontages than on sites where there should in fact be no restriction.

Option 2 is recommended as it will assist to clarify how the Permitted Activity rules are intended to be applied in all CMUZ. The environmental outcome will be well-functioning urban environments. There are negligible costs associated with the change and it is an effective and efficient way to resolve the issue.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

Not acting (ie retaining the status quo) will mean that the issues identified with the MUZ policy and suite of Permitted Activity rules is not resolved.

The risk of acting is that there will be additional at grade car-parking in the CMUZ, and this has the potential to limit development potential and result in adverse streetscape outcomes.

Overall evaluation of the issue

To improve the implementation of the CMUZ Permitted Activity rules with respect to car-parking, provide consistency across the suite of CMUZ chapters, and address the FSNI appeal, the changes outlined in Option 2 and 3 are recommended. The identified benefits of the recommended changes are considered to outweigh any associated costs.

Consultation

The proposed changes have been discussed with members of the Council's Resource Consents Team and Urban Design Team, who have indicated that the changes are supported.

Recommendation

For the reasons detailed in this assessment, Options 2 and 3 are recommended.

In summary, the following changes are recommended:

1. That new clauses are added under CCZ-R18.1 relating to car-parking activities on sites with dual frontage and for the reconfiguration of existing car-parks (FSNI appeal); and
2. That clauses are added under MCZ-R15, LCZ-R13 and NCZ-R13 relating to car-parking activities on sites that are not identified frontages, and a renumbering of the subsequent clauses; and
3. For consistency with the CCZ, the addition of a new clause under MCZ-R15, LCZ-R13 and NCZ-R13 in relation to the outcome of the FSNI appeal; and
4. That in the MUZ, MUZ-P2 (Enabled activities) is amended to clarify that car-parking is enabled in the zone, with a new Permitted Activity rule specific to car-parking activities is added.

Recommended Changes

CCZ-R18 – Carparking activities	
	1. Activity status: **Permitted** Where: a. The activity involves: i. Provision of carparks above ground floor level; or ii. Provision of carparks below ground floor level; or iii. Provision of parking spaces for people with disabilities; or iv. Provision of ground floor level carparks that form part of a building specifically constructed and used for carparking purposes and that complies with CCZ-S8; or v. Provision of ground floor level carparks that form part of a building, are located to the rear of the site (excluding a site with dual frontage), comply with CCZ-S8 and are not visible from the street; or vi. Reconfiguration of an existing carpark area (including where that reconfiguration results in a change to the type and/or number of parking or loading spaces provided) within the existing site boundary, provided that the existing carpark area within the site is not expanded; or vii. Provision of carparks on a site with dual frontage (including corner sites) and is: • Compliant with CCZ-R18.1.a to CCZ-R18.1.e above; and • Not visible at the street edge; or viii. Provision of carparks on a road.
MCZ-R15- Carparking activities	
	1. Activity status: **Permitted**

Where:

a. The activity is located on a site without an active frontage or non-residential activity frontage; or

b. On an active frontage or non-residential activity frontage, the activity involves:

i. Provision of carparks are not visible at the street edge; or
ii. Provision of carparks are above ground floor level; or
iii. Provision of carparks are below ground floor level; or
iv. Provision of parking spaces are for people with disabilities; or
v. Provision of ground floor level carparks that form part of a building specifically constructed and used for carparking purposes; or
vi. Reconfiguration of an existing carpark area (including where that reconfiguration results in a change to the type and/or number of parking or loading spaces provided) within the existing site boundary, provided that the existing carpark area within the site is not expanded; or
vii. Provision of carparks on a road.

LCZ-R13 - Carparking activities

1. Activity status: **Permitted**

Where:

a. The activity is located on a site without an active frontage or non-residential activity frontage; or

b. On an active frontage or non-residential activity frontage, the activity involves:

i. Provision of carparks are not visible at the street edge; or
ii. Provision of carparks are above ground floor level; or
iii. Provision of carparks are below ground floor level; or
iv. Provision of parking spaces are for people with disabilities; or
v. Provision of ground floor level carparks that form part of a building specifically constructed and used for carparking purposes; or
vi. Reconfiguration of an existing carpark area (including where that reconfiguration results in a change to the type and/or number of parking or loading spaces provided) within the existing site boundary, provided that the existing carpark area within the site is not expanded; or
vii. Provision of carparks on a road.

NCZ-R13 - Carparking activities

1. Activity status: **Permitted**

Where:

a. The activity is located on a site without an active frontage or non-residential activity frontage; or

b. On an active frontage or non-residential activity frontage, the activity involves:

i. Provision of carparks are not visible at the street edge; or
ii. Provision of carparks are above ground floor level; or
iii. Provision of carparks are below ground floor level; or
iv. Provision of parking spaces are for people with disabilities; or
v. Provision of ground floor level carparks that form part of a building specifically constructed and used for carparking purposes; or

	vi. Reconfiguration of an existing carpark area (including where that reconfiguration results in a change to the type and/or number of parking or loading spaces provided) within the existing site boundary, provided that the existing carpark area within the site is not expanded; or vii. Provision of carparks on a road.
MUZ-P2 – Enabled activities	
Enable a wide range of compatible activities in the Mixed Use Zone where they are of an appropriate nature, scale and intensity for the zone and the hierarchy of centres, including: 1. Commercial activities; 2. Community facilities; 3. Educational facilities; 4. Recreation activities; 5. Arts, culture and entertainment activities; 6. Emergency service facilities; 7. Community corrections activities; 8. Visitor accommodation; 9. Residential activities above ground floor level; 10. Public transport activities; ~~and~~ 11. Industrial activities~~.~~ and 12. Carparking activities.	
MUZ-Rx (new)	
	MUZ-R15 Car-parking activities 1. Activity status: **Permitted**
Consequential Amendments No consequential amendments are required.	

Wellington City District Plan – Omnibus Plan Change

Minimum Building Height and Minimum Ground Floor Height

Effectiveness of Rules and Standards

Scope of Proposed Change

To amend the City Centre Zone (CCZ) and Metropolitan Centre Zone (MCZ) provisions relating to *'minimum building height'* and *'minimum ground floor height'* to ensure the District Plan does not unduly prevent the construction of small-scale buildings within these zones.

Additionally, to clarify how *'minimum building height'* is measured for clarity and improved Plan implementation.

Background

The District Plan Review identified instances of underdevelopment of sites in the CCZ, and that the 2000 District Plan had no policy or rule framework to prevent these outcomes. This was considered a barrier to achieving alignment with Objective 1 and Policies 1 and 3 of the NPS-UD.

Consequently, *'minimum building height'* standards are included in the 2024 District Plan at CCZ-S4 (22 m) and MCZ-S2 (7 m). The purpose of these standards is to efficiently optimise the development potential of land within the high-order Commercial and Mixed Use Zones (CMUZ). In addition, *'minimum ground floor height standards'* at CCZ-S5 and MCZ-S3 require a 4 m internal floor height to provide for the adaptable use of buildings.

For further context and relevant statutory and 2024 District Plan information refer to the CMUZ Regulatory and Policy Direction assessment.

Issue

That the CCZ and MCZ rules and standards regulating the *'minimum building height'* and *'minimum ground floor height'* of new buildings, and additions and alterations to existing buildings, are not clear and have the potential to create unintended development outcomes within these zones.

The following implementation issues have been identified:

CCZ-S4: Minimum building height **MCZ-S2: Minimum building height**	
i.	While there is an exemption at MCZ-S2 for accessory buildings, there is no exemption in the CCZ.
ii.	There is no exemption for small scale buildings in the CCZ or MCZ, specifically buildings such as coffee carts or public toilets (where these are located within a site).
iii.	While CCZ-S4.1 and CCZ-S4.2 identify instances where the standard does not apply due to other standards constraining development, not all standards with this effect have been identified. For example, the lower height limits imposed within Heritage Areas, and by the CCZ standards regulating shading and effects on Old St Paul's Church are not identified in the standard. This creates a conflict whereby different permitted activity standards seek different outcomes.
iv.	While MCZ-S2 includes assessment criteria to be addressed when the standard is not met, there are no assessment criteria within CCZ-S4.

CCZ-S5: Minimum ground floor height **MCZ-S3: Minimum ground floor height**	
v.	The requirements at CCZ-S5 and MCZ-S3 for a 4 m internal building height also have the potential to impede the development of small buildings in the CCZ and MCZ, as resource consent may still be required for an under-height building when the applicable *'minimum building height'* standard is met. Therefore, amending CCZ-S4/MCZ-S2 without also amending CCZ-S5 and MCZ-S3 will prevent the issue from being resolved.
CCZ-R23: Alterations and additions to buildings and structures **CCZ-R24: Construction of buildings and structures** **MCZ-R21: Construction of, or additions and alterations to, buildings and structures**	
vi.	At CCZ-R23.1.b.ii, CCZ-S4 is referenced as a standard that must be complied with in order for any additions or alterations to existing buildings and structures (that do not result in the creation of new residential units) to be a Permitted Activity, despite the standard itself specifically stating that it applies to *'new buildings'*.
vii.	Further, for the same rule, at CCZ-R23.2.a.2, CCZ-S4 is a matter of discretion that must be considered when an application is made under the rule. Again, this conflicts with the *'new buildings'* statement in the standard.
viii.	At CCZ-R24.1.a a new building is a Permitted Activity where it has a gross floor area less than 100m^2 and does not result in building coverage of more than 20%; however, CCZ-R24.1.b requires compliance with CCZ-S4 – meaning that no small building less than 22 metres in height can be constructed as a Permitted Activity. This matter can be resolved by providing an exemption for small buildings in CCZ-S4 and CCZ-S5.
ix.	MCZ-R21 includes requirements to meet the *'minimum building height'* standard at MCZ-S2 and may prevent small buildings on MCZ sites. While this is tempered by the exemption for accessory buildings, the standard prevents small scale buildings that are not ancillary to the primary use of any building on the site. Exemptions for small-scale buildings within MCZ-S2 and MCZ-S3 will ensure that MCZ-R21.1.b.ii, MCZ-R21.1.c.iv and MCZ-R21.2.2 do not require consideration of compliance with these standards.
Interpretation	
x.	It is not clear how *'minimum building height'* is intended to be measured. Unlike *'maximum building height'*, where the standards specify that this is measured from ground level (with a number of practical exemptions), the '*minimum building height'* standards are just a simple statement. For example, it is unclear whether the entirety of a building needs to meet the standard or only part. Additionally, it is not clear whether parapets and structures on top of buildings (such as lift overruns and plant) contribute to the measurement of building height or not.

Relevant Provisions

The CCZ and MCZ provisions can be accessed here:

City Centre Zone

Metropolitan Centre Zone

Assessment of Options

The following assessment sets out whether or not amendments to the provisions are necessary for improved District Plan implementation and consistency.

Relevant Options

For the purposes of this evaluation, the following practicable options have been considered:

- **Option 1:** Retain the status quo, with no amendments to the rules or standards.
- **Option 2:** Amend standards CCZ-S4, CCZ-S5, MCZ-S2 and MCZ-S3, and rules CCZ-R23, CCZ-R24 and MCZ-R21 as follows:
    i. Add an exemption for accessory buildings within CCZ-S4; and
    ii. Add an exemption for buildings under a certain size within CCZ-S4, CCZ-S5, MCZ-S2 and MCZ-S3; and
    iii. Add reference to CCZ-S2 (Old St Paul's Church – Adjoining site-specific building height) and CCZ-S6 (Minimum ground floor height) within CCZ-S4; and
    iv. Add assessment criteria within CCZ-S4; and
    v. Delete all references to CCZ-S4 from CCZ-R23.
- **Option 3:** Provide additional clarity within CCZ-S4 as to how minimum building height is measured.

Cost/Benefit Assessment

Costs and benefits associated with the options are assessed in the tables below.

Option 1: Retain the status quo (no changes to any provisions)	
Costs	**Benefits**
Environmental • Reduction in the quality of the built environment due to barriers imposed by the standard (ie resource consent requirements). • Lost opportunities to create activation and vibrancy on otherwise vacant sites through the development of small buildings, which may be temporary in nature, thereby resulting in sites remaining vacant for longer durations. • Failure to develop (over time) well-functioning urban environments. *Economic* • Increased economic costs for developers and landowners seeking independent advice, or advice from the Council, on interpretation of uncertain Plan provisions. • Consenting costs, creating an economic barrier to site development. Currently, all under-height buildings need resource consent and there is no realistic Permitted Activity pathway for a small building (compliant with CCZ-R21.1.a) to be built without resource consent. • Unnecessary costs to develop small buildings which are typically temporary in nature to create opportunities to use the	*Environmental* • The environmental benefits that have been previously identified apply – in particular, retaining the status quo will achieve compliance with NPS-UD policy 3(a) and 3(b) and prevent underdevelopment of these sites. *Economic* • There are no economic benefits that have not been previously identified. *Social and Cultural* • There are no social benefits that have not been previously identified. *Cultural* • There are no cultural benefits that have not been previously identified.

site and off-set holding and development costs until the owner can afford to build a compliant (tall) building. *Social and Cultural* • Lost opportunities for street edge activation resulting in loss of localised opportunities for social and cultural benefits.	

Effectiveness and efficiency

While the 2024 District Plan provisions will achieve the purpose of preventing underdevelopment, they are not the most efficient option as they:

- Create potential regulatory uncertainty result in unnecessary cost because of unclear interpretation;
- Require unnecessary resource consent applications for small and/or temporary buildings;
- May prevent activation of vacant sites.

Accordingly, this is not the most efficient or effective option.

Overall evaluation of Option 1

The current CCZ and MCZ rules and standards requiring compliance with the *'minimum building height'* and *'minimum ground floor height'* standards create a barrier to achieving the outcomes that the 2024 District Plan seeks to deliver – being well-functioning urban environments with high quality and vibrant centres. CCZ-O2.1 and MCZ-P1 anticipate a variety of building types, whereas the current rules and standards may prevent smaller buildings. Therefore, retaining the status quo is not the recommended option.

Option 2: Amend standards CCZ-S4, CCZ-S5, MCZ-S2 and MCZ-S3, and rules CCZ-R23, CCZ-R24 and MCZ-R21

Option 2 would involve the following changes:

- The addition of an exemption for accessory buildings within CCZ-S4;
- The addition of an exemption for small buildings within both CCZ-S4 and MCZ-S2;
- The addition of an exemption for sites subject to CCZ-S2 (Old St Paul's Church - Adjoining site specific building height) and/or CCZ-S6 (Minimum sunlight access – public space); and for sites within a Heritage Area (where the Historic Heritage chapter specifies that lower height limits apply);
- The addition of assessment criteria within CCZ-S4; and
- Deletion of all references to CCZ-S4 from CCZ-R23.

Subject to suitable exemptions being added to the standards, no further changes to the rules will be necessary. This is because the rules require either compliance with the standards, or consideration of the extent and effect of non-compliance. If a standard does not apply, because the specific building is exempt from needing to meet that standard, then no consideration of compliance or non-compliance is required under the rule. Effectively, that standard is disregarded.

An assessment of the recommend changes is provided below.

Change 1: Exemptions for accessory buildings

Accessory buildings are defined as: *a detached building, the use of which is ancillary to the use of any building, buildings or activity that is or could be lawfully established on the same site, but does not include any minor residential unit.*

This matter was originally raised in submissions on the CCZ and MCZ chapters. In the section 42A report for the CCZ[1] and subsequent right of reply, the Council's reporting officer recommended against including exemptions for under-height buildings of any nature, on the basis that:

i. Where there is sufficient justification for the need for a development to be under six storeys (22 m), the Council's resource consent planner will take this into account when assessing a resource consent application; and
ii. While exemptions for temporary buildings might be appropriate, not enough evidence or justification was provided by submitters to support this change.

The Independent Hearings Panel (IHP) agreed that where minimum height non-compliances in the CCZ were justifiable, this could be addressed through the resource consent process[2].

The reporting officer for the MCZ chapter recommended that MCZ-S2 included exemptions for accessory buildings and small buildings unoccupied by people[3].

The IHP adopted the recommended exemption for accessory buildings[4]. The IHP also recommended exemptions be applied to the equivalent LCZ and NCZ minimum height standards, before determining that minimum height requirements should not apply in these lower order centres and deleting the minimum height standards in their entirety.

Examples of accessory buildings would be plant rooms and storage areas located external to a building. Permitting these buildings to be constructed in the CCZ without a 22 m height or 4 m internal building height requirement will provide for consistency between the CCZ and MCZ chapters, with minimal (if any) loss of CCZ development potential.

Note that if the accessory building was located on an active or non-residential frontage there would still be a requirement for resource consent, ensuring that poor quality streetscape outcomes along these identified streets do not occur as a result of the exemption being added.

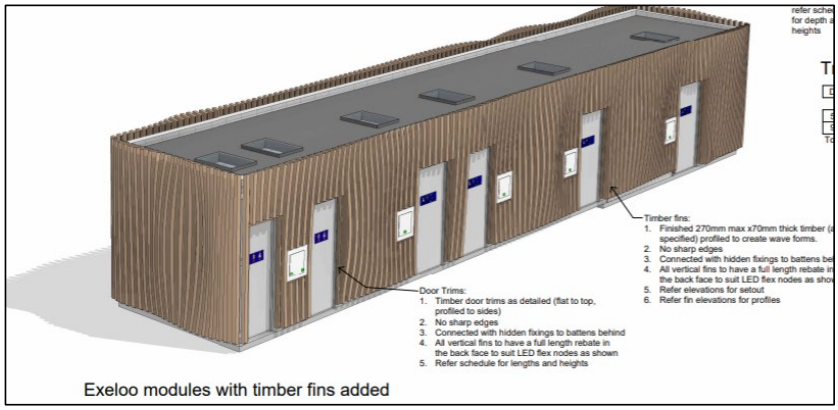
Change 2: Exemptions for small buildings

Subsequent to the 2024 District Plan becoming operative, it has been identified that no small buildings could be constructed within a CCZ site without meeting the minimum height requirement.

As an example, a new 50 m^2 public toilet block on the site at the corner of Taranaki Street and Manners Street (shown below) required resource consent as a Discretionary Activity as CCZ-S4 was not met (ie because the building was not 22 m in height):

[1] Section 42A Report: CCZ, para 579.
[2] IHP Report 4B: CCZ, para 317.
[3] Section 42A Report: MCZ, para 284.
[4] IHP Report: MCZ, LCZ, NCZ, para 156.





Exeloo modules with timber fins added

To address this issue, it is recommended that an exemption for small scale buildings is added in both zones.

To be a Permitted Activity, a new building is also required to meet the requirements of CCZ-R24.1.a and MCZ-R21.1.c in relation to gross floor area and building coverage. Often coffee carts and container-based retail are in place for a limited duration while future development of a site is planned. These assist to activate a site that would otherwise remain vacant and add localised vitality with the centre. This is an effective way of achieving well-functioning urban environments and vibrant centres as an interim measure, until a site's full development potential can be realised. The change will not provide for the outcome that the District Plan seeks to prevent – being low rise development that prevents appropriate use of development potential in perpetuity.

A 60 m^2 size limit exemption could be applied. This would allow for either two large shipping containers (or buildings of this nature) or one small building (eg public toilets or show suite) but prevent inappropriate application of the standard. It is acknowledged that this size limit differs from the 100 m^2 footprint that is permitted under CCZ-R24.1.a.i. It is considered appropriate that the minimum height standard imposes a more stringent restriction. A 100 m^2 building is capable of accommodating a range of activities and would be different in nature to the small-scale buildings that this change seeks to provide for. As the size of a building increases it is reasonable to expect that the height would also increase, so as to efficiently optimise development potential in accordance with CCZ-P5.2.

As detailed previously in this report, to ensure that new buildings, and additions and alterations to existing buildings, are not unduly constrained, it is necessary to also provide exemptions within CCZ-S5 and MCZ-S3. This change will enable these standards to be discounted from consideration when one of the exemptions applies, thereby enabling certain building types to be constructed as Permitted Activities (where the other requirements of the Permitted Activity rules are met).

The CCZ exemptions described above would be drafted as follows (changes underlined):

CCZ-S4 (Minimum building height)

This standard does not apply to:
…
x. Accessory buildings; and
x. Buildings with a total footprint of 60m2 or less.

CCZ-S5 (Minimum ground floor height)

This standard does not apply to:

1. Accessory buildings; and
2. Buildings with a total footprint of 60m2 or less.

The exemptions for the MCZ chapter would be drafted as follows:

MCZ-S2 (Minimum building height)

This standard does not apply to:

…
x. Buildings with a total footprint of 60m2
or less.

MCZ-S3 (Minimum ground floor height)

This standard does not apply to:

1. Accessory buildings; and
2. Buildings with a total footprint of 60m2 or less.

Change 3: Exemption for sites where building height is restricted due to other District Plan provisions

Currently, CCZ-S4 states that the standard does not apply to:

1. *Any site adjoining a site located within a character precinct or Residentially Zoned Heritage Area and thus subject to CCZ-S3; and*
2. *Any site within the Te Ngākau Civic Square Precinct.*

The first of these exemptions recognises CCZ-S3 imposes a building height limit that is lower than 22 metres. Hence in order to meet CCZ-S3, compliance with CCZ-S4 could not be achieved.

The issue is that two other standards, CCZ-S2 (Old St Paul's Church – Adjoining site specific building height) and CCZ-S6 (Minimum sunlight access – public space) will also render compliance with CCZ-S4 unattainable and are not included in the exemptions.

In addition, height limits in Heritage Areas are regulated by HH-S1. In the CCZ, this standard imposes height limits lower than 22 m in some locations.

To address this issue, additional exemptions could be added to CCZ-S4, as drafted below. Note that additional changes to points 3 and 4 (originally 1 and 2) for consistency within the standard.

CCZ-S4 (Minimum building height)

This standard does not apply to:

1. Any site subject to CCZ-S2 (Old St Paul's Church – Adjoining site specific building height); and
2. Any site subject to CCZ-S6 (Minimum sunlight access – public space) where a 22 m building height will mean that the standard is infringed;
3. Any site subject to CCZ-S3 (Character precincts and Residentially Zoned heritage areas - Adjoining site specific building and structure height); and
4. Any site subject to CCZ-PREC01-S1 (Te Ngākau Civic Square Precinct – Height Threshold); and
5. Any site subject to HH-S1 (Minimum and maximum heights for heritage areas in the City Centre Zone, Centre Zones and Waterfront Zone) where a maximum height limit lower than 22 m applies; and
6. …

This change will ensure that the standards in the chapter function as was originally intended, whereby specific locations can be afforded additional protection through CCZ-S2, CCZ-S3, CCZ-S6 and CCZ-PREC01-S1 (noting that this standard in fact enables a 40 m height limit across the entirety of the Te Ngākau Civic Square Precinct).

It is noted that this change is unlikely to provide for these buildings to be constructed without resource consent, but will ensure that they are not unduly constrained by the height standard or higher Discretionary Activity status that applies when CCZ-S4 is not met.

Change 4: Assessment criteria for CCZ-S4

The notified PDP version of CCZ-S4 and the version included at Appendix A to the section 42A report for the CCZ both included assessment criteria. These were removed from the version provided to the IHP prior to the hearing as Appendix A (Rebuttal Version) to the reporting officer's supplementary statement of evidence. It is not clear why the assessment criteria were removed. The IHP adopted this change.

These assessment criteria could be reinstated. In addition, a new assessment criteria relating to positive design outcomes could be included. This will provide a pathway for an under-height building to obtain resource consent where it has been demonstrated that the building provides quality design outcomes, either on- or off-site, in accordance with the policy framework at CCZ-P9 to CCZ-P11. The criteria would be drafted as:

1. The extent to which a reduced height is necessary to provide for the functional needs or operational needs of a proposed activity; and
2. Whether topographical or other site constraints make compliance with the standard impracticable or unnecessary.
3. The extent to which the reduced height would facilitate positive on-site or public design outcomes.

Change 5: Deletion of references to CCZ-S4 from CCZ-R23

CCZ-S4 is referenced in CCZ-R23.1.b; however, this rule only applies to alterations and additions to buildings and structures (ie to existing buildings), whereas CCZ-S4 sets a minimum building height of 22 m for new buildings.

The District Plan definitions of *'alteration'* and *'additions'* are as follows:

> *"Alteration means: modifications to a building or object that do not have the effect of increasing the gross floor area, footprint, mass or height of the building or object. Excludes a. maintenance and repair".*
>
> *'Additions means: modifications to a building or object that have the effect of increasing the gross floor area, footprint, mass or height of the building or object and includes the creation of new floor levels"*.

The deletion of the requirement to comply with CCZ-S4 from CCZ-R23.1.b, CCZ-R23.2.a.2 and CCZ-R23.2.a.4 will ensure that these are not inadvertently applied to building additions or alterations.

As an alternative, CCZ-S4 could be amended to include reference to 'additions' as well as new buildings. This change is not recommended as it will capture all building additions regardless of size (although an exemption for small additions could be added). Larger additions, such as new floors / rooftop additions, will be in the context of the existing environment and will be related to the existing building height. Any such additions will require resource consent, and will be assessed against the suite of CCZ policies, the matters of discretion in CCZ-R23 and the Centres and Mixed Use Design Guide. Therefore, the requirement that additions and alterations comply with CCZ-S4 is not considered necessary and this alternative change is not recommended.

Change 6: Deletion of references to CCZ-S4 and CCZ-S5 from CCZ-R24.1.b to enable small buildings to be constructed as a Permitted Activity, where the requirements of CCZ-R24.1.a are met (Not recommended)

Note that consideration has been given as to whether amendments are also necessary to CCZ-R24 or MCZ-R21. In this respect the Permitted Activity rules (CCZ-R24.1 and MCZ-R21.1) require compliance with the standards. However, a standard need not be complied with when an exemption specified in the standard applies. Therefore, by adding the exemptions set out at changes 1 to 3 above, CCZ-S4/MCZ-S2 and CCZ-S5/MCZ-S2 will not need to be met for the purposes of compliance with these rules. Where there is no applicable exemption and the standards do apply, the matter of discretion requiring consideration of *'the extent and effect of the non-compliance'* remains a relevant consideration. Therefore, no changes to CCZ-R24 or MCZ-R21 are necessary.

The costs and benefits of Changes 1 to 5 above are as follows.

Costs	**Benefits**
Environmental • Risk of underdevelopment occurring on CCZ and MCZ land. • The environmental cost of exempting accessory and small buildings from standards will be the This is a concern given the standards were purposefully introduced to prevent this outcome. Nevertheless, as has been	*Environmental* • Small-scale commercial activities such as coffee-carts and container-based retail assist to add localised vibrancy and vitality within the CCZ and MCZ. • Providing exemptions for accessory buildings enable efficient use of land, providing for the needs of a building's occupants. Hence these

demonstrated, there will be circumstances where small buildings are appropriate, and other mechanisms will ensure development potential is maximised where this is most appropriate (ie on sites with active or non-residential frontages). • There are no environmental costs associated with the amendments to the exemptions or addition of assessment criteria within the standard. *Economic* • In comparison to the operative provisions, there are no economic costs. *Social and Cultural* • There are no identified social or cultural costs.	building typologies contribute to well-functioning urban environments. • The replacement of the exemption under CCZ-S4.1 and CCZ-S4.2 will provide for protection of identified locations in the City that might otherwise be adversely affected if the 22 m minimum height requirement was imposed. • The addition of assessment criteria provides for design flexibility and positive on and off-site amenity outcomes, where the standard is not met. *Economic* • Simplified consenting pathway for small-scale commercial activities such as coffee-carts and container-based retail assist landowners to gain revenue from a vacant site. • By allowing for exemptions to the minimum height standard in appropriate locations, costs associated with resource consent applications will be reduced. • The addition of assessment criteria will provide clarity and reduce consenting complexity, with associated costs. *Social* • Small-scale commercial activities such as coffee-carts and container-based retail will provide opportunities for social and activities in proximity to apartments and commercial buildings. *Cultural* • There are no identified cultural benefits.
Effectiveness and efficiency This option is considered to be an efficient and effective way to resolve the issue. • Change 1 (exemption for accessory buildings within CCZ-S4) will ensure that low height buildings can be constructed where these are ancillary to the primary building on the site, and it is appropriate to do so; • Change 2 (exemptions for small buildings within both CCZ-S4 and MCZ-S2) will provide for small scale retail outlets such as coffee carts and container-based retail to be installed on sites, and other types of buildings such as public toilets (where these are inside a site and not on public land); • Change 3 (exemptions where other standards set lower building heights) will remove potential conflicts within the District Plan provisions; • Change 4 (addition of assessment criteria to CCZ-S4) will provide clarity as to how an application that is non-compliant with the standard is to be assessed; and • Change 5 (deletion of requirements to address CCZ-S4 from CCZ-R23) will remove a conflict between the rule and wording of the standard and ensure that the minimum height standard is achieved the overring policy intent, being to optimise the available development capacity of land (CCZ-P5.2).	

The proposed changes are considered to align with Objective 1 of the NPS-UD with respect to enabling well-functioning urban environments and policies 1 and 3. Additionally, the changes align with the strategic direction of the 2024 District Plan, including CC-O2 and CC-O3.

With respect to the specific CCZ policy direction, the intent of the proposed amendments is to remove unnecessary constraints on small-scale under-height buildings, thereby enhancing the vibrancy and vitality of CCZ and MCZ sites. Hence the changes are an effective mechanism for achieving CCZ-O5 / MCZ-O3 (Amenity and Design) and the underlying policy frameworks.

Overall evaluation of Option 2

The changes detailed in this assessment will address issues that prevent the standard from being applied as intended, while providing for further flexibility to ensure that the minimum building height requirement does not unduly prevent small scale development in appropriate locations.

The proposed amendments involve a suite of changes that will ensure that:

i. Accessory buildings and other small buildings that need not be 22 m / 7 m in height are exempt from the CCZ and MCZ *'minimum building height'* standards will not require resource consent (in relation to these standards);
ii. Additions and alterations to buildings in the CCZ are not required to achieve the 22 m minimum building height;
iii. CCZ and MCZ buildings that should meet the minimum height standards would not be Permitted Activities and would need resource consent where the standards are not met;
iv. Where the CCZ standard is not met, there is guidance in the standard as to the matters relevant to the assessment of the non-compliant building height.

Therefore, the recommended option is to adopt the changes set out in the assessment above (Changes 1 to 5).

Option 3: Clarify how minimum ground level is measured

Also in relation to CCZ-S4, the Council's Resource Consents Team is concerned that it is unclear how the standard is intended to be measured. They note that, unlike CCZ-S1 (Height threshold) which sets out components of the building that are not included in the calculation of building height, the minimum building height standard is just a simple statement. They have queried whether:

a. The entirety of the building needs to meet the standard or only part, for example, how is the standard applied if a building has a stepped roof profile; and

b. Parapets and structures on top of buildings (such as lift overruns and plant) contribute to the measurement of building height.

Further clarification is appropriate, particularly as failure to comply with the standard will both change the activity status of an application and impose a requirement to consider the City Development Outcomes policy (CCZ-P11 or MCZ-P10).

The intent of the standard is to ensure that the development potential of a site is maximised; however, this does not mean that a blanket 22 m (or 7 m in the MCZ) height must be achieved across the site. In fact, height and roofline articulation are principles of good urban design that will assist a building to positively contribute to, and integrate with, its receiving environment.

Hence it is acceptable that part, and not the entirety, of a building meets the applicable height standard.

That said, if only 'part' of the building is expected to meet the standard, then consideration needs to be given to 'how much' is required to ensure that the intent of the standard is achieved. Different building designs are demonstrated below.





It makes sense that the skyscraper buildings on the left above would be considered to meet the standard, as while the building tops taper the main bulk of the buildings achieves a consistent height. Conversely, the podium and tower building on the right has a high portion and a lower profile portion of a similar footprint.

Note that the building on the far left provides an example where an antenna achieves additional building height.

When considering options for amending the standard to address the questions raised by the Resource Consents Team it is noted that:

- While CCZ-S1 provides exemptions with respect to measuring maximum height, these are not entirely fit for purpose.
- A review of other District Plans has revealed no other Councils have an equivalent minimum build height standard, which is unsurprising given Wellington City is the first Tier 1 Council to undertake a full Plan review under the NPS-UD.

It is important that the standard reflects that there will be a range of building typologies in the CCZ, and in fact this should be encouraged. Therefore, it is recommended that the height standard applies to at least 50% of a building. Where there a are multiple buildings, then the minimum height should apply to 50% of the built development. This is a reduction from the current situation, where the standard has no minimum thereby implying that all of a building needs to meet the minimum height requirement, and that all buildings on the site must be at least 22 m in height. The proposed change seeks to recognise that 100% site coverage at the 22 m height will be unrealistic on a lot of sites – particularly large-scale sites, where a development comprising of several buildings will be more appropriate than one large building. This change provides for design flexibility, and improved urban design and on-site amenity outcomes. For example, an internal open space area, or design that references the height of scheduled heritage items on adjacent site(s).

On the basis that this change represents a departure from the existing standard and seeks to improve design outcomes, an additional assessment criterion to provide for positive on or off-site design outcomes to be considered is also recommended.

For completeness, the following minor changes to CCZ-S4 and MCZ-S2 are recommended:

i. Changes to the CCZ standard (as discussed previously) to clarify that the standard need not be met where another District Plan standard sets a lower height limit – notably, the existing standard does not recognise that CCZ-S2 and CCZ-S6 may restrict building height.
ii. The deletion of the words *'ancillary to the primary activity on the site'* from the exemption for accessory buildings at MCZ-S2 on the basis that the definition of 'accessory building' specifies this is a building ancillary to the primary use. Hence this standard, and the new CCZ exemption, only refer to accessory buildings.

Costs	**Benefits**	Benefits
Environmental • If the exemptions are not carefully considered, the environmental cost is that under-development of CCZ and MCZ sites will occur. This is a manageable risk. *Economic* • There are no economic costs other than those identified in the original section 32 report. *Social* • There are no identified social costs. *Cultural* • There are no identified cultural costs.	*Environmental* • The change will allow for variety in height profiles and building designs. • Additionally, the requirement that 50% of a building, or buildings, on a site needs to meet the height standard will provide opportunities for on-site amenity (such as shared open space) and quality public amenity outcomes. • Overall, reduced constraints on height will provide for high-quality design outcomes, consistent with the policy direction (CCZ-P9, MCZ-P7). *Economic* • The change will provide clarification as to how the standard is applied, thereby providing certainty at the design stage and reducing resource consent application costs. *Social* • There are no identified social benefits. *Cultural* • There are no identified cultural benefits.	*Environmental* *Economic* • *Social* • *Cultural* •

Effectiveness and efficiency

The additional recommended changes to CCZ-S4 and MCZ-S2 are considered to be an effective way of clarifying how minimum building height is intended to be measured. This change will provide certainty at the design stage and facilitate a more efficient resource consent process.

Overall evaluation of Option 3

With respect to Option 3, the recommended option is to provide additional clarity within CCZ-S4 and MCZ-S2 as to how minimum building height is measured. This is considered to be beneficial to developers, Council officers and the public in general as it removes uncertainty as to how the provisions are intended to be applied.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

Notably, if the status quo is retained and there is no Permitted Activity provision for small-scale buildings of the types demonstrated at Appendix 1, there is the risk of unintentionally preventing any form of development on these sites, particularly in the current economic climate. This would not align with the requirements of the NPS-UD or the strategic direction of the 2024 District Plan.

Conversely, by permitting small scale development, activation of otherwise vacant CCZ and MCZ sites can occur. This is particularly important in the CCZ and will assist to achieve various objectives of the Plan – such as to create vibrant centres that accommodate a range of building typologies and create a localised sense of place. Facilities such as pop-up coffee carts and public toilets contribute to improve the public experience of these centres, whereas large vacant sites do not.

Additionally, changes to CCZ-S4 and MCZ-S2 to clarify how minimum height should be measured will assist with the application of the standard, benefitting both developers and Council officers assessing resource consent applications.

Therefore, in this case it is appropriate to make changes to the rules and standards to ensure the effective implementation of the District Plan.

Recommended Options

As detailed in this report, Option 1 (Retaining the status quo) will not resolve the issue.

To ensure the issue is appropriately addressed a full review of the applicable CCZ and MCZ rules and standards has been undertaken in this report.

Following the assessment above, it is recommended that Options 2 and 3 are implemented, with the changes involving:

i. The addition of new exemptions to the CCZ and MCZ *'minimum building height'* and *'minimum ground floor height'* standards to clarify when and how these are applied (Options 2);
ii. The addition of assessment criteria at CCZ-S4;
iii. The addition of clarification in CCZ-S4 and MCZ-S2 as to how minimum building height is measured; and
iv. The deletion of references to CCZ-S4 from CCZ-R23;

This approach will ensure that the minimum height standards do not introduce unintended barriers to development of CCZ and MCZ sites and that both the rules and standards can be appropriately applied.

As demonstrated in the assessment above, for the most part there are limited costs and benefits associated with the recommended changes. Overall, the costs of not acting are considered to be greater than the costs of amending the provisions as recommended.

Consultation

The recommended amendments at Options 2 and 3 have been discussed with members of the Resource Consents Team to ensure that these resolve the identified issue.

This involved:

i. An initial workshop to ensure that the issue has been identified correctly and outline the possible options; and
ii. A follow up workshop to consider and 'user test' the amended provisions.

The recommended amendments have also been discussed with the Council's Urban Design Team, who have indicated that the changes are appropriate.

Feedback has been incorporated into the recommendations.

Recommended changes

Recommended changes to the provisions are provided below, with:

- Recommended deletions in red, ~~strikethrough~~; and
- Recommended additions in red, underline.

Note that blue text in the ePlan, indicating hyperlinks, has been removed for ease of reading.

City Centre Zone Chapter

1. Amend CCZ-R23: Additions and alterations to buildings and structures

	1. Activity status: **Permitted** Where: a. The alterations or additions to a building or structure: i. Do not alter its external appearance; or ii. Involve the placement of solar panels on rooftops; or iii. Involve maintenance, repair or painting; or iv. Involve re-cladding with like for like materials and colours; or v. Relate to a building frontage that is: • below verandah level, including entranceways and glazing; and • compliant with CCZ-S8; or vi. Are not visible from a public space; and b. The alterations or additions: i. Do not result in the creation of new residential units; and ii. Comply with standards CCZ-S1, CCZ-S2, CCZ-S3, ~~CCZ-S4,~~ CCZ-S5, CCZ-S6, CCZ-S7, CCZ-S15 and CCZ-S16.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of CCZ-R23.1 is not achieved.

	Matters of discretion are: 1. The matters in CCZ-P4, CCZ-P5, CCZ-P6, CCZ-P7, CCZ-P8 CCZ-P9, CCZ-P10, CCZ-P12 and CCZ-P13; 2. The extent and effect of non-compliance with CCZ-S1, CCZ-S2, CCZ-S3, ~~CCZ-S4,~~ CCZ-S5, CCZ-S6, CCZ-S7, CCZ-S8, CCZ-S9, CCZ-S10, CCZ-S11, CCZ-S12, CCZ-S13, CCZ-S15 and CCZ-S16; 3. Construction impacts on the transport network; and 4. Where CCZ-S1 ~~or CCZ-S4~~ cannot be complied with, the matters in CCZ-P11. Notification status: An application for resource consent made in respect of rule CCZ-R23.2.a that complies with all of the identified standards in CCZ-R23.2.a.2 is precluded from being either publicly or limited notified. An application for resource consent made in respect of rule CCZ-R23.2.a which results in non-compliance with CCZ-S5, CCZ-S9, CCZ-S10 is precluded from being either publicly or limited notified. An application for resource consent made in respect of rule CCZ-R23.2.a which results in non-compliance with CCZ-S2, CCZ-S3, ~~CCZ-S4,~~ CCZ-S6, CCZ-S7, CCZ-S8, CCZ-S11, CCZ-S12, CCZ-S13, CCZ-S15 and CCZ-S16 is precluded from being publicly notified.

2. Amend CCZ-S4: Minimum building height

1. A minimum height of 22m is required for new buildings. This standard does not apply to: ~~1. Any site adjoining a site located within a character precinct or Residentially Zoned Heritage Area and thus subject to CCZ-S3; and~~ ~~2. Any site within the Te Ngākau Civic Square Precinct.~~ 1. Any site subject to CCZ-S2 (Old St Paul's Church – Adjoining site specific building height); and 2. Any site subject to CCZ-S6 (Minimum sunlight access – public space) where a 22 m building height will mean that the standard is infringed; 3. Any site subject to CCZ-S3 (Character precincts and Residentially Zoned heritage areas - Adjoining site specific building and structure height); and 4. Any site subject to CCZ-PREC01-S1 (Te Ngākau Civic Square Precinct – Height Threshold); and 5. Any site subject to HH-S1 (Minimum and maximum heights for heritage areas in the City Centre Zone, Centre Zones and Waterfront Zone); and	Assessment criteria where the standard is infringed: 1. The extent to which a reduced height is necessary to provide for the functional needs or operational needs of a proposed activity; 2. Whether topographical or other site constraints make compliance with the standard impracticable; and 3. The extent to which the reduced height would facilitate positive on-site or public design outcomes.

6. Accessory buildings; and 7. Buildings with a total footprint of 60m2 or less. For the purposes of the standard: a. Compliance is achieved where at least 50% of the building(s) comprising the development meet the 22 m height; and b. Minimum building height is measured from the existing ground level to the roof of the building, but does not include: • Solar panel and heating components attached to a building; • Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. poles, parapets, finials, spires) where these are more than 1 metre in height; • Buildings and structures associated with lawfully established rooftop activities; and • Lift overruns or rooftop plant.	

3. Amend CCZ-S5: Minimum ground floor height

CCZ-S5 Minimum ground floor height 1. The minimum ground floor height to the underside of a structural slab or equivalent shall be 4m. This standard does not apply to: 1. Accessory buildings; and 2. Buildings with a total footprint of 60 m^2 or less.	Assessment criteria where the standard is infringed: 1. The extent to which a reduced height: a. Will compromise or preclude future use or adaptation of the ground floor for non-residential activities; b. Is necessary to provide for functional needs or operational needs of a proposed activity; and c. Whether topographical or other site constraints make compliance with the standard impracticable or unnecessary.

Metropolitan Zone Chapter

4. Amend MCZ-S2: Minimum building height

A minimum height of 7m is required for: a. New buildings or structures; and b. Additions to the frontages of existing buildings. This standard does not apply to: a. Accessory buildings~~, ancillary to the primary activity on the site.~~; and b. Buildings with a total footprint of 60 m^2 or less. For the purposes of the standard: a. Where there is a single building on the site, compliance is achieved where at least 50% of the building(s) comprising the development meet the 7 m height; and b. Minimum building height is measured from the existing ground level to the roof of the building, but does not include: • Solar panel and heating components attached to a building; • Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. poles, parapets, finials, spires) where these are more than 1 metre in height; • Buildings and structures associated with lawfully established rooftop activities; and • Lift overruns or rooftop plant.	Assessment criteria where the standard is infringed; 1. The extent to which a reduced height: a. Is necessary to provide for functional needs or operational needs of a proposed activity; 2. Whether topographical or other site constraints make compliance with the standard impracticable or unnecessary; and 3. Whether, for any additions or alterations, the existing ground floor height meets the standard.

5. Amend MCZ-S3: Minimum ground floor height

1. The minimum ground floor height to the underside of a structural slab or equivalent shall be 4m. This standard does not apply to: 1. Accessory buildings; and 2. Buildings with a total footprint of 60 m^2 or less.	Assessment criteria where the standard is infringed: 1. The extent to which a reduced height: a. Will compromise or preclude future use or adaptation of the ground floor for non-residential activities; b. Is necessary to provide for functional needs or operational needs of a proposed activity; and c. Whether topographical or other site constraints make compliance with the standard impracticable or unnecessary.

Consequential Amendments

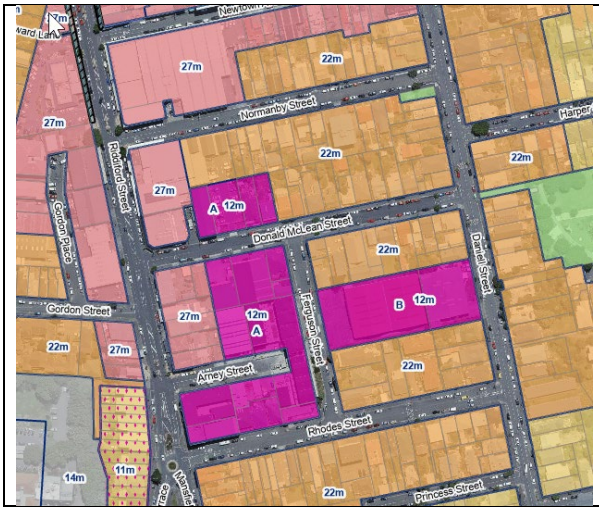
The recommended changes are specific to the CCZ and MCZ chapters, as these are the only CMUZ chapters requiring minimum building heights. Therefore, no consequential amendments elsewhere in the Plan are required.

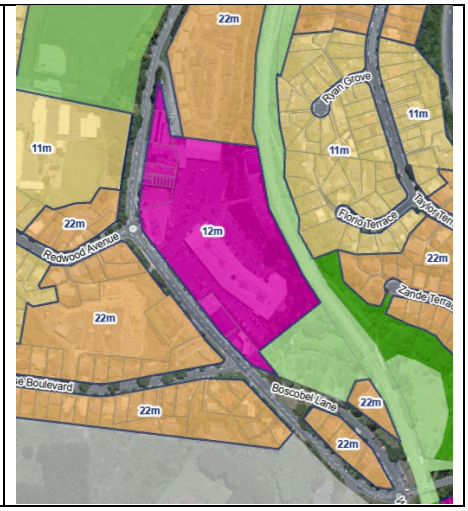
Wellington City District Plan – Omnibus Plan Change **MUZ-S2 – Maximum Height for the Purposes of MUZ-R18.2**
Scope of Proposed Change To amend MUZ-S2 with respect to *Newtown South'* and *'Tawa South'* to enable building heights of at least 6 storeys within a 15 minute walkable catchment of the City Centre Zone and thereby align with the requirements of NPS-UD and decision of the Minister for RM Reform.
Background As detailed in the Regulatory and Policy Direction Assessment for the Commercial and Mixed Use Zones (CMUZ), which should be read in conjunction with this assessment, Policy 3(c)(i) and 3(c)(ii) of the NPS-UD require building heights of at least 6 storeys within at least a walkable catchment of the edge of the City Centre Zone (CCZ) and existing and planned rapid transit stops. <u>Walkable Catchments in the 2024 District Plan</u> The Council notified the Proposed District Plan (PDP) with 6 storey buildings generally enabled within a 10 minute walkable catchment of the CCZ edge and a 5 minute walkable catchment from the two Redwood Train Station platforms. The notified CCZ was extended from the northern edge of the Basin Reserve (Cambridge/Kent Terrace) southwards along Adelaide Road to end at John Street. After submissions and completion of the first tranche of District Plan hearings, the Council requested that the Minister for RM Reform, Minister Bishop, make a determination on the extent of the CCZ and the walkable catchments. In his decision, dated 8 May 2024, Minister Bishop decided to accept the Council recommendation with respect to the southern extension of the CCZ along Adelaide Road, and the recommendation to extend the CCZ walkable catchment from 10 to 15 minutes' walk and to extend the Redwood Train Station walkable catchment from 5 to 10 minutes. The Minister made these decisions, along with other changes that are not relevant to this assessment, under Schedule 1 Clause 105 of the Resource Management Act 1991 as the Council had made alternative recommendations to the Independent Hearing Panel recommendations under the Intensification Streamlined Planning Process (Schedule 1 Part 6). The 2024 District Plan zoning changes to enable 6 stories within these walkable catchments are now operative. <u>Additional Mixed Use Zones now in the Walkable Catchments</u> As a consequence of the Minister's decision to accept the Council's recommendation to extend these walkable catchments, the *'Newtown South'* and *'Tawa South'* land zoned Mixed Use Zone (MUZ) are now included in walkable catchments where the District Plan is required to enable building heights of at least six storeys (22 metres).

Issue

The District Planning Team has identified that the maximum height limit for *'Newtown South'* and *'Tawa South'* referred to at MUZ-S2 does not accurately reflect these changes to the walkable catchment areas. *'Newtown South'* and *'Tawa South'* are currently within *'Height control area 1',* which enables an 18 metre maximum building height through a resource consent for a Restricted Discretionary Activity.

The 'Newtown South' MUZ is shown on the left below and 'Tawa South' is shown on the right:





The relevant section of the table at MUZ-S2 is shown below:

MUZ-S2	Maximum height for the purposes of MUZ-R18.2

1. The following maximum height limits above ground level must be complied with:

Location	Limit
Height control area 1 Newtown South Greta Point Tawa: Tawa South Miramar: - Ropa Lane, Maupuia Road and Tauhinu Road	18 metres
Height control area 2 Rongotai South Mixed Use Zone Height Control A, B, C, and D	19 metres
Height control area 3 Tawa: Tawa Junction Tawa: Tawa Street Takapu Island	22 metres

Amendments Required

To give effect to the Minister's decision and Policy 3(c) of the NPS-UD, the District Plan is required to enable a 6 storey building height within this MUZ. This can be achieved by moving *'Newtown South'* and *'Tawa South'* to *'Height control area 3'*.

It is noted that:

- MUZ-R18 applies to the construction of, or additions and alterations to, buildings and structures (except within MUZ-PREC01). MUZ-R18.1 is the Permitted Activity rule, and MUZ-R18.2 is a Restricted Discretionary Activity rule that applies when the requirements of MUZ-R18.1 are not met.
- To meet the requirements for a Permitted Activity under MUZ-R18.1, MUZ-S1, MUZ-S3, MUZ-S4, MUZ-S5, MUZ-S6, MUZ-S7 and MUZ-S11 must be complied with, and the building must not be a new building used for residential purposes.
- MUZ-S1 sets the maximum building height for the purposes of MUZ-R18.1 For *'Height control area 1'* (including *'Newtown South'* and *'Tawa South'*) this is 12 metres.
- MUZ-S2 sets the maximum height for the purposes of MUZ-R18.2. This standard provides for additional building height where any of the requirements of MUZ-R18.1 are not achieved. The maximum height limits at MUZ-S2 are a matter of discretion under MUZ-R18.2, which provides for the degree of non-compliance with the higher limit to be considered in the assessment of the resource consent application.

Within the MUZ the Restricted Discretionary Activity rule MUZ-18.2 is considered to still be enabling of 6 storey building heights. While a resource consent is required if the 12 metre height at MUZ-S1 is exceeded, the matters of discretion against which the application must be assessed provide a enabling pathway for the consent to be approved. These matters include MUZ-P1 (Accommodating growth), MUZ-P2 (Enabled activities) and MUZ-P5 (Residential activities). The matters of discretion for this resource consent do not restrict these MUZ buildings simply because of their height.

Therefore, the height limit at MUZ-S1 does not need to be changed. However, as *'Newtown South'* and *'Tawa South'* are now within the redefined walkable catchments it is necessary to move these from *'Height control area 1'* (18 metres) to *'Height control area 3'* (22 metres) at MUZ-S2 so that 6 storey building heights are enabled.

Assessment of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- Option 1: Retain the status quo.
- Option 2: Move *'Newtown South'* and *'Tawa South'* from *'Height control area 1'* to *'Height control area 3*' within the table at MUZ-S2, thereby increasing the height limit for the purposes of MUZ-R18.2 from 18 metres to 22 metres.

Cost/Benefit Assessment

Option 1 - Status quo

There are no discernible, environmental, economic, social or cultural costs or benefits associated with this option that have not been previously assessed.

This option does not align with the requirements imposed on the Council by Policy 3(c) of the NPS-UD as applied by the Minister's decision. As such, it is not the recommended option.

Option 2 – Move *'Newtown South'* and *'Tawa South'* from *'Height control area 3'* to *'Height control area 3'* within the table at MUZ-S2, increasing the height limit for the purposes of MUZ-R18.2 from 18 metres to 22 metres.

Moving *'Newtown South'* and *'Tawa South'* to *'Height control area 3'* will not change the intent of the rules or how these are intended to be applied, but will facilitate an additional 4 metres of building height within this MUZ through a Restricted Discretionary Activity resource consent.

The environmental, economic, social and cultural benefits will be from the additional development capacity enabled in this MUZ, and resultant contributions to a well-functioning urban environment:

- Newtown South: within a 15 minute walk from the Adelaide Road CCZ and a shorter walk to shops and services in the adjoining Newtown Local Centre Zone.
- Tawa South: within a 10 minute walk to the Takapu Road Train Station, and part of the corridor of shops and services along Main Road Tawa.

The extent to which these benefits are realised will depend on whether future developers decide to construct buildings above 18 metres in height. However, there may also be a small consequential benefit to increasing the supply of large lots in Wellington (like in these MUZ areas) that are capable of being developed to 6 storeys, with more options for land developers and downward pressure on land costs.

There are other no social, cultural or economic costs or benefits associated with the change that were not addressed in the original Section 32 Report.

Effectiveness and efficiency

The recommended change is an effective and efficient way of resolving the issue in that it will ensure compliance with Policy 3(c) of the NPS-UD as applied by the Minister's decision.

Risk of acting/not acting

There is sufficient information to assess the risk of acting or not acting.

The risk of not acting in this case is that the heights enabled in the District Plan will not align with the direction from the Minister of RM Reform. Essentially the decision required the table at MUZ-S2 to be updated at the time of notification of the Minister's decision; however, this did not occur.

The proposed change will resolve an error in the District Plan to align with the Minister's decision, which cannot be appealed. As such, the risk of not acting is considered to be much higher than acting.

Recommended Option

On the basis that the Council has been directed by the Minister of RM Reform to make this change, Option 2 is the preferred option.

Consultation

No consultation has been undertaken with respect to this specific issue. There was significant consultation on the CCZ and MUZ extents and where the NPS-UD walkable catchments should be applied. This included consultation on the Spatial Plan, the Draft District Plan, and through the PDP Intensified Streamlined Planning Process.

Recommended Change

Amend MUZ-S2 as follows:

MUZ-S2	Maximum height for the purposes of MUZ-R16.2

1. The following maximum height limits above ground level must be complied with:

Location	Limit
Height control area 1 ~~Newtown South~~ Greta Point ~~Tawa: Tawa South~~ Miramar: - Ropa Lane, Maupuia Road and Tauhinu Road	18 metres
Height control area 2 Rongotai South Mixed Use Zone Height Control A, B, C and D	19 metres
Height control area 3 Newtown South Tawa: Tawa Junction Tawa: Tawa Street Tawa: Tawa South Takapu Island	22 metres
Height control area 4 Glenside Kaiwharawhara Sar Street Kilbirnie North Miramar: Park Road and Weka Street	22.5 metres
Height control area 5 Ngauranga: Malvern	24 metres
Height control area 6 Shelly Bay	27 metres

Assessment criteria where the standard is infringed:

1. Streetscape and visual amenity effects;
2. Dominance, privacy and shading effects on adjoining sites; and
3. The extent to which taller buildings would contribute to a substantial increase in residential accommodation.

	2. Fences and standalone walls must not exceed a maximum height of 1.8 metres (measured above ground level). This standard does not apply to: 1. Accessory buildings; 2. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; 3. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m; and 4. Lift overruns provided these do not exceed the height by more than 4m.		

Consequential Amendments

No consequential amendments are required as there are no other areas of MUZ within the walkable catchment of the CCZ or any mass rapid transit stops within 'Height control area 1' or 'Height control area 2'.

The ePlan mapping shows the height limit imposed by MUZ-S1 and need not change.

Wellington City District Plan – Omnibus Plan Change **Neighbourhood Centre Zone – Boundary Setback from a Rail Corridor Standard**
Scope of Proposed Change To add a new standard to the Neighbourhood Centre Zone chapter requiring a boundary setback from a rail corridor.
Background The Commercial and Mixed Use Zones (CMUZ) are: - CCZ – City Centre Zone - MCZ – Metropolitan Centre Zone - LCZ – Local Centre Zone - NCZ – Neighbourhood Centre Zone - MUZ – Mixed Use Zone Submissions on these chapters were addressed in Hearing stream 4, with the CCZ, MCZ, LCZ and NCZ provisions determined under the Intensification Streamlined Planning Process (ISPP). These provisions became operative following notification of the Council's ISPP decisions on 20 March 2024. KiwiRail Submission KiwiRail[1] requested that a 5.0 metre setback standard be included in all zones adjoining the rail corridor to ensure the safe and operation of the rail network, noting that objects falling on the tracks during construction can result in significant disruptions. The KiwiRail submission was initially assessed by the reporting officer for Hearing Stream 2 (Residential Zones). In the section 42A report for the High Density Residential Zone (HRZ) a 1.5 metre setback standard was recommended[2]. For Plan consistency a 1.5 metre setback was recommended in all other zones adjoining the rail corridor at that time – being the Medium Density Residential Zone (MRZ), CCZ, MRZ, MCZ, LCZ, MUZ and General Industrial Zone (GIZ)[3]. After consideration of the evidence presented at Hearing Streams 2 and 4 the Independent Hearings Panel (IHP) adopted Council officers' recommendations to add a new standard in the CCZ, MCZ, LCZ, MUZ, HRZ, MRZ and GIZ chapters requiring a 1.5 metre boundary setback from the rail corridor. As there were no neighbourhood centres adjoining the rail corridor at the time of notification of the Proposed District Plan (PDP) the boundary setback was not included in the NCZ chapter. It is noted that KiwiRail also requested that the rail corridor be included as a qualifying matter. This request was addressed during Hearing Stream 1 and ultimately rejected by the IHP. KiwiRail has subsequently appealed the IHP's decision as it relates to the MUZ and GIZ, but not those zones that were determined under the ISPP (as they are unable to do so through the ISPP process). Therefore, the setback requirement in the CCZ, MCZ, LCZ, HRZ and MRZ is confirmed as 1.5 metres.

[1] Submission 408 KiwiRail Holdings Limited.
[2] Section 42A Report, para 549.
[3] GIZ was also addressed in Hearing Stream 4.

Rezoning of Linden Centre

Following a site visit, the IHP determined that the Linden Centre better aligned with the description of a Neighbourhood Centre Zone and recommended that this centre was rezoned NCZ[4].

As shown below, the Linden Centre (pink) is adjacent to the rail corridor (green):



Issue

The rezoning of Linden Centre created the issue – being that the rail corridor now includes land in the NCZ but there is no setback from the rail corridor standard in the NCZ chapter.

Assessment of Options

Relevant Options

There are two options to resolve this issue, being:

1. Retain the status quo; or
2. Add a new *'Boundary setback from a rail corridor'* standard to the NCZ chapter to:
    a. Align with the higher order centres; and
    b. Appropriately respond to the submission to the PDP from KiwiRail.

Noting that the standard has also been applied to the MUZ, GIZ and residential zones that adjoin the rail corridor, there is no doubt that if Linden Centre had been zoned NCZ under the PDP then the standard would have been included in this zone.

It is noted that retaining the status quo (no setback in the NCZ) would have limited effects, insofar as only a small section of NCZ adjoins the rail corridor (being approximately 230 metres in length). However, applying the standard aligns with Policy 8 of the Regional Policy Statement, which requires the District Plan to include rules that *"protect regionally significant infrastructure from incompatible new subdivision, use and development occurring under, over or adjacent to the infrastructure".*

[4] IHP Report 4C, para 258.

Costs and Benefits

The costs and benefits of the new rail corridor setback standard were touched upon in the section 42A report for the residential zones[5], with the same assessment applicable to the CMUZ.

The costs and benefits associated with Options 1 and 2 are described below.

Option 1: Status Quo

Environmental, Social and Cultural

There are no environmental, social or cultural costs that have not been previously identified.

Economic

Landowners adjoining the rail corridor will benefit from additional development capacity if the setback standard is not applied. In this respect it is noted that the standard does not prevent construction within the setback area, but rather is an aspect of non-compliance that will require assessment through the resource consent process. Subject to effects being acceptable, development can still occur in this location.

There is an economic cost to KiwiRail if the rail corridor is disrupted. While no such disruptions have been recorded to date, there is a concern that the increased development enabled by the PDP will increase construction works adjacent to the rail corridor and more disruptions will occur. It is yet to be seen if this concern will be realised.

Option 2: Add new Neighbourhood Centre Zone standard

Environmental

The adoption of the standard in the NCZ may influence building design. This effect, which could be beneficial or detrimental to the environment, is localised to this specific centre (approximately 14 land parcels).

One additional environmental cost is the reduction in development capacity available within this centre if resource consent is not granted. Given the scale of the centre this is unlikely to be a significant reduction in the development potential enabled under the PDP.

Economic

There is an economic benefit to KiwiRail, insofar as the standard will assist to prevent potential disruptions to the rail network.

There will be an economic cost to owners of sites along the rail corridor as resource consent will be required where the boundary setback standard is not met. It is noted that new buildings in the NCZ generally require resource consent (as do additions), and while this standard introduces an additional matter to be considered it is unlikely to be the sole reason why consent is sought. Therefore, in the context of a resource consent application, the additional costs imposed by the standard are likely to be indiscernible.

Where development is not considered appropriate within the setback area (for safety reasons) then there will be a slight decrease in available development potential and associated economic cost (loss of return) for the affected landowners.

[5] HRZ, para 550; MRZ, para 768.

Social and Cultural
There are no social or cultural costs or benefits associated with the addition of the standard.

Effectiveness and efficiency

Recognising that this change applies to approximately 230 metres of rail corridor, and that the setback already applies to its remaining extent, adding a 1.5 m setback requirement in the NCZ is considered to be an effective and efficient way of addressing the issue.

Overall evaluation of Issue

Overall, the economic costs of the change are considered to be offset by the safety benefits associated with the setback requirement (as identified in the KiwiRail submission). The addition of a 1.5 m setback requirement in the NCZ chapter will achieve the same outcomes as identified as being necessary in the other CMUZ, HRZ, MRZ and GIZ – namely safety benefits for the rail corridor.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

The risk of not acting relates to the safe operation of the rail network – while the Council has not seen evidence of any recorded issues, it has been accepted that a 1.5 m setback is appropriate to prevent future issues. This reflects that the 2024 District Plan enables significant development capacity and there may be increased risk where this occurs alongside the rail corridor.

Recommendation

It is recommended that a new NCZ-S11 requiring a 1.5 m setback from the rail corridor is added, as shown below:

NCZ-S11 – Boundary setback from rail corridor

1. Buildings or structures must not be located within 1.5m of the boundary of a designated rail corridor.

Assessment criteria where the standard is infringed:

1. The extent to which the location and design of the building relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.

Consultation

No consultation has been undertaken.

Consequential Amendments

There are no resultant consequential amendments required elsewhere in the District Plan.

High Density Residential Zone and Medium Density Residential Zone

Regulatory and Policy Direction Assessment

Submissions on the High Density Residential Zone (HRZ) and Medium Density Residential Zone (MRZ) chapters were addressed in Hearing stream 2. The following documents are of particular relevance:

- Section 42A Report - HRZ
- Section 42A Report - MRZ
- Section 42A Report - Character Precincts and Design Guides
- Josh Patterson - Right of reply - Stream 2
- IHP Recommendation Report 2A

The majority of the HRZ and the MRZ provisions were assessed using the Intensification Streamlined Planning Process (ISPP), and some matters were assessed under Part 1 Schedule 1. With the exception of a number of a small number of matters, the provisions became operative following notification of the Council's ISPP decisions on 20 March 2024 and following close of appeals on Part 1 Schedule 1 decisions notified on 5 April 2024.

Proposed Changes to HRZ and MRZ Provisions in this Plan Change

The following proposed changes relating to the HRZ and MRZ are addressed in this Omnibus Plan Change (Plan Change 1 to the 2024 District Plan):

1. Review of the following rules:
    i. MRZ-R11, MRZ-R12, MRZ-R15, HRZ-R11, HRZ-R12, HRZ-R15: Rule titles
    ii. MRZ-R11, HRZ-R11, HRZ-R12, MRZ-S4, HRZ-S4: Boundary setbacks
2. Review of the following standards:
    i. HRZ-S10 and MRZ-S10: Fences and standalone walls
    ii. MRZ-S13: Outlook space
    iii. HRZ-S14: Minimum privacy separation to a boundary for multi-unit housing or a retirement village
    iv. HRZ-S15: Building depth for multi-unit housing or a retirement village *(refer to Commercial and Mixed Use Zones: CCZ-S12, MCZ-S11, LCZ-S10, NCZ-S10 assessment)*
3. Residential Design Guide
    i. Include section on Lower Kelburn in the Character Precinct Appendix

Section 32 Evaluation Report – Proposed District Plan

The following section 32 evaluation reports set out in full the statutory context applicable to the HRZ and MRZ provisions at the time they were evaluated for inclusion in the PDP:

- Section 32 - Part 1 - Context to Evaluation and Strategic Objectives
- Section 32 - Part 2 - High Density and Medium Density Residential Zones
- Section 32 report - Part 2 - Character Precincts and the Mount Victoria North Townscape Precinct

The assessments within these reports, alongside further section 32AA evaluations provided in the section 42A reports as necessary, informed the Independent Hearing Panel's recommendations and subsequent Council decisions on the PDP.

Regulatory and Policy Direction Relevant to the Proposed Changes

In carrying out a section 32 analysis, an evaluation is required of how the objectives of the proposal achieve the purpose and principles contained in Part 2 of the RMA.

Section 5 sets out the purpose of the RMA, which is to *'promote the sustainable management of natural and physical resources'*.

In achieving this purpose, all persons exercising functions and powers under the RMA also need to:

- Recognise and provide for the matters of national importance identified in section 6; and
- Have particular regard to the range of other matters referred to in section 7; and
- Take into account the principles of the Treaty of Waitangi/Te Tiriti o Waitangi in section 8.

There are no specific section 6 matters relevant to this topic.

The principles of the Treaty of Waitangi/Te Tiriti o Waitangi Section 8 were taken into account in the development of the 2024 District Plan. Any further considerations specific to HRZ and MRZ topics will be addressed in the topic-specific section 32 assessments.

Section 7 of the Resource Management Act

Comments on the relevant section 7 matters are provided below:

Section 7(b) - The efficient use and development of natural and physical resources
Inclusive of physical resources such as land occupied by the City's HRZ and MRZ land.

Section 7(ba) - The efficiency of the end use of energy
Reflected in the HRZ and MRZ provisions that promote compact urban form and provide for public transport.

Section 7(c) - The maintenance and enhancement of amenity values
An important consideration where building and structure activities in the HRZ and MRZ are concerned.

Section 7(f) - Maintenance and enhancement of the quality of the environment
Quality environment and design outcomes are an important aspect of the HRZ and MRZ provisions.

Section 7(g) - Any finite characteristics of natural and physical resources
Inclusive of physical resources such as land occupied by the City's HRZ and MRZ.

National Policy Statements

National Policy Statement on Urban Development 2020

The National Policy Statement on Urban Development 2020 (NPS-UD) remains the primary higher order document of relevance to the changes proposed in this plan change.

The relevant objectives and policies of the NPS-UD are:

Objectives

Objective 1: *New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.*

Objective 3*: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:*

- *a) the area is in or near a centre zone or other area with many employment opportunities*
- *b) the area is well-serviced by existing or planned public transport*
- *c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*

Objective 4: *New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.*

Policies

Policy 1: *Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:*

- *a) have or enable a variety of homes that:*
  - *(i) meet the needs, in terms of type, price, and location, of different households; and*
  - *(ii) enable Māori to express their cultural traditions and norms; and*
- *b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*
- *c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and*
- *d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*
- *e) support reductions in greenhouse gas emissions; and*
- *f) are resilient to the likely current and future effects of climate change.*

Policy 2: *Tier 1, 2, and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term.*

Policy 3: *In relation to tier 1 urban environments, regional policy statements and district plans enable:*

- *a) in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and*
- *b) in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and*
- *c) in all cases building heights of at least 6 storeys; and building heights of at least 6 storeys within at least a walkable catchment of the following:*
  - *(i) existing and planned rapid transit stops*
  - *(i) the edge of city centre zones*
  - *(ii) the edge of metropolitan centre zones; and*
- *d) within and adjacent to neighbourhood centre zones, local centre zones, and town centre zones (or equivalent), building heights and densities of urban form commensurate with the level of commercial activity and community services.*

Policy 4: *Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 only to the extent necessary (as specified in subpart 6) to accommodate a qualifying matter in that area.*

Policy 6: *When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:*

- *a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement*
- *b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:*
  - *(i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and*
  - *(ii) are not, of themselves, an adverse effect*
- *c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)*

d) *any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity*
e) *the likely current and future effects of climate change.*

Wellington Regional Policy Statement including Plan Change 1 (Decisions Version)

Objective 22 of the RPS 2013 and policies (30, 31 and 32 (M) and 54, 55, 57 and 58 (R)) informed the development of the 2024 District Plan and were assessed in the original section 32 evaluation reports.

These provisions were updated through Plan Change 1 to the RPS to better give effect to the NPS-UD. In addition, new policies were added for the same purpose. A link to the decisions version of Plan Change 1 to the RPS is available here (refer to Table 9: *Regional Form design and function objective and titles of policies and methods to achieve the objective* at pages 101 to 112).

The relevant objective and policies are provided below, with red text indicating provisions that have been appealed.

Objective 22: *A compact, well-designed, climate-resilient, accessible, and environmentally responsive regional form with well-functioning urban areas and rural areas, where:*

(a) there is sufficient development capacity to meet the needs of current and future generations, improve housing affordability and quality, and provide access to a diversity of housing typologies within neighbourhoods which enable choice; and
(b) Māori are able to express their culture and traditions, and the relationship of mana whenua / tangata whenua with their culture, ancestral land, water, sites, wāhi tapu and other taonga is provided for; and
(c) Te Mana o te Wai is given effect to; and
(d) intensification occurs within existing urban zones in appropriate places where it is environmentally responsive; and
(e) subdivision, use and development is located, designed, and constructed in a way that is climate-resilient and contributes to reducing greenhouse gas emissions; and
(f) built environments, including integrated transport infrastructure, meet the health and wellbeing needs of all people, with multi-modal access including active transport, between housing, jobs, community services, centres, green space, and open space; and
(g) the biophysical characteristics, location, recognised values, capability and limitations of land inform its use and development; and
(h) the productive capacity of rural land is retained; and
(i) existing urban-zoned land, and infrastructure capacity is used effectively and efficiently; and
(j) new or upgraded infrastructure is integrated and sequenced with development; and
(k) development densities are sufficient to support the provision and ongoing maintenance of infrastructure; and
(l) a variety of residential, commercial, mixed use and industrial development in appropriate locations is provided which contributes to viable and vibrant centres at a range of scales, and industrial-based employment locations; and
(m) the safe and efficient operation of regionally significant infrastructure is protected from potential reverse sensitivity effects.

Policy 30: Maintaining and enhancing the viability and vibrancy of regionally and locally significant centres – district plans

Policy 31: Enabling intensification to contribute to well-functioning urban areas – district plans

Policy 32: Identifying and protecting key industrial-based employment locations – district plans

Policy UD.1: Providing for the occupation, use, development and ongoing relationship of mana whenua / tangata whenua with their ancestral land – district plans

Policy FW.3: Urban development effects on freshwater and receiving environments

Policy CC.4: Climate-responsive development – district plans

Policy UD.2: Enable Māori to express their culture and traditions – consideration

Policy CC.14: Climate-responsive development – district and city council consideration

Policy 42: Effects on freshwater and receiving environments from urban develop

Policy 54: Achieving the region's urban design principles – consideration

Policy 55: Managing greenfield development to contribute to well-functioning urban areas and rural areas

Policy UD.3: Plan changes that provide for significant development capacity – consideration

Policy UD.4: Achieving a compact regional form – district and regional plans

Policy UD.5: Contributing to well-functioning urban areas – consideration

Policy 57: Integrating land use and transportation – consideration

Policy 58: Co-ordinating land use with development and operation of infrastructure – consideration

Policy 67: Establishing, maintaining and enhancing a compact, well designed, resilient, accessible, and environmentally responsive regional form – non-regulatory

Policy CC.9: Reducing greenhouse gas emissions associated with subdivision, use or development – consideration

***Objective 22A:** To achieve sufficient development capacity to meet expected housing demand in the short-medium and long term in any tier 1 urban environment within the Wellington Region, the housing bottom lines in Table 9A are to be met or exceeded in the short-medium and long term in the tier 1 urban environment.*

Policy 31: Enabling intensification to contribute to well-functioning urban areas – district plans

Policy 55: Managing greenfield development to contribute to well-functioning urban areas and rural areas – consideration

Policy UD.3: Plan changes that provide for significant development capacity – consideration

Policy UD.4: Achieving a compact regional form – district and regional plans

Strategic Direction of the 2024 District Plan

The table below sets out the Strategic Direction objectives of the 2024 District Plan that are of particular relevance to the HRZ and MRZ changes proposed in this plan change.

Tāone Kāwawa – Capital City	
CC-O2	Wellington City is a well-functioning Capital City where: 1. A wide range of activities that have local, regional and national significance are able to establish and thrive; 2. The social, cultural and economic wellbeing of current and future residents, and the environment is supported; 3. Mana whenua values and aspirations become an integral part of the City's identity; 4. Urban intensification is delivered in appropriate locations and in a manner that meets the needs of current and future generations; 5. Innovation and technology advances are promoted to maintain or enhance the quality of the environment and support the social, cultural, and economic wellbeing of existing and future residents; and 6. Values and characteristics that are an important part of the City's identity and sense of place are identified and protected.
CC-O3	Development is consistent with and supports the achievement of the following strategic city objectives: 1. Compact: Wellington builds on its existing urban form with quality development in the right locations; 2. Resilient: Wellington's natural and built environments are healthy and robust, and physical and social resilience is achieved through good design;

	3. Vibrant and Prosperous: Wellington builds on its reputation as an economic hub and creative centre of excellence by welcoming and supporting innovation and investing strategically to maintain a thriving economy; 4. Inclusive and Connected: Wellington recognises and fosters its identity by supporting social cohesion and cultural diversity, has world-class movement systems and attractive and accessible public spaces and streets; 5. Greener: Wellington is environmentally sustainable and its natural environment is protected, enhanced and integrated into the urban environment; and 6. Partnership with mana whenua: Wellington recognises the unique role of mana whenua within the city and advances a relationship based on active partnership.
Te Whakaukatanga, Te Manawaroa me te Āhuarangi Hurihuri - Sustainability, Resilience and Climate Change	
SSRC-O1	The City's built environment supports: 1. Achieving net zero emissions by 2050; 2. More energy efficient buildings; 3. An increase in the use of renewable energy sources; 4. Healthy functioning of native ecosystems and natural processes; and 5. Low carbon and multi-modal transport options including walking, cycling, micro mobility and public transport.
Te Āhua Tāone me te Whanaketanga - Urban Form and Development	
UFD-O2	Urban development in identified greenfield areas: 1. Is environmentally and ecologically sensitive; 2. Makes efficient use of land; 3. Is well-connected to the public transport network; 4. Provides a mixture of land uses and activities, where feasible; and 5. Reinforces the City's compact urban form.
UFD-O3	Medium to high density and assisted housing developments are located in areas that are: 1. Connected to the transport network and served by multi-modal transport options; or 2. Within or near a Centre Zone or other area with many employment opportunities; and 3. Served by public open space and other social infrastructure. Noting that medium to high density housing developments may not be appropriate in areas subject to a qualifying matter.
UFD-O6	A variety of housing types, sizes and tenures, including assisted housing, supported residential care, and papakāinga options, are available across the City to meet the community's diverse social, cultural, and economic housing needs.
UFD-O7	Development supports the creation of a liveable, well-functioning urban environment that enables all people and communities to provide for their social, economic, environmental, and cultural wellbeing, and for their health and safety now and into the future. Development will achieve this by: 1. Being accessible and well-designed; 2. Supporting sustainable travel choices, including active and micromobility modes; 3. Being serviced by the necessary infrastructure (including additional infrastructure) appropriate to the intensity, scale and function of the development and urban environment; 4. Being socially inclusive; 5. Being ecologically sensitive; 6. Respecting the City's historic heritage; 7. Providing for community well-being; and 8. Adapting over time and being responsive to an evolving, intensively developed urban context.

UFD-O8	Areas of identified special character are recognised and new development within those areas is responsive to their streetscape values while recognising their role in accommodating growth.

Wellington City District Plan – Omnibus Plan Change

HRZ-R11, HRZ-R12, HRZ-R15, MRZ-R11, MRZ-R12, MRZ-R15 - Clarifying rules relating to building

Scope of Proposed Change

To amend the rules and standards relating to the activity of building in the Medium Density Residential Zone and the High Density Residential Zone to clarify which activities are covered by each rule.

Background

There are rules in both the Medium Density Residential Zone (MRZ) and the High Density Residential Zone (HRZ) chapters relating *'Building and structures activities'*. These cover residential building and structures where there are no more than three residential units, multi units and retirement villages. There are also rules covering *'any other'* buildings and structures.

The current rule titles are as follows:

MRZ-R11 and HRZ-R11: *Construction, addition or alteration of buildings and structures where no more than three residential units occupy the site*

MRZ-R12 and HRZ-R12: *Construction of buildings or structures for multi-unit housing or a retirement village*

MRZ-R15 and HRZ-R15: *Construction of any other building or structure, including additions and alterations*

Planners in the Council's Resource Consents Team have raised a number of queries with respect to the implementation of the rules. Queries on these rules are summarised below:

- MRZ-R11 and HRZ-R11 apply to sites '…*where no more than three residential units occupy the site'.* This wording leaves ambiguity as to whether it applies to all buildings on those sites, or just building related to residential activity.
- Under the 2000 District Plan, additions and alterations to multi-unit development required resource consent, including where the works involved recladding. The title of MRZ-R12 and HRZ-R12 refers to the construction of buildings or structures for multi-unit housing and retirement villages, but does not cover additions and alterations (whereas MRZ-R11 and HRZ-R11 do cover additions and alterations where there are 1-3 household units). This implies that such additions and alterations could be a Permitted Activity.
- Although the title of MRZ-R15 and HRZ-R15 references additions and alterations, it is not clear to which type of building these rules apply to. The rule relates to *'any other'* buildings and structures, and appears to be about non-residential buildings. Noting the titles of MRZ-R11/HRZ-R11 and MRZ-R12/HRZ-R12, it is not clear if residential structures and accessory buildings should be addressed under these rules or MRZ-R15 and HRZ-R15.
- Additionally, MRZ-R15 and HRZ-R15 include matters of discretion relating to multi-unit and retirement villages. This implies that MRZ-R15/HRZ-R15 are intended to apply to additions and alterations to multi-unit housing or retirement villages, creating a circumstance where the non-residential activity buildings and structures rule is applied to what is a residential type of development.
- If MRZ-R15 and HRZ-R15 were to be used for additions or alterations to multi-unit housing or retirement villages and compliance with the standards was achieved, the additions and alterations would be permitted under MRZ-R15.1 (or HRZ-R15.1) even if these works were compromising Residential Design Guide outcomes, because there is no relevant matter of discretion within the respective rules. It is noted that the construction of multi-unit or retirement villages (MRZ-R12 and HRZ-R12) is a Restricted Discretionary activity.

Issue

That the titles of the MRZ and HRZ rules relating to *'Building and structures activities'* are unclear, leading to uncertainty as to how these provisions should be implemented.

Assessment of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- Option 1: Retain the status quo; or
- Option 2: Amend MRZ-R11 and HRZ-R11 to ensure it only applies to building related to residential activity on sites with three or less residential units; and
- Option 3: Include additions and alterations to multi-units and retirement villages in MRZ-R12 and HRZ-R12; and
- Option 4: Amend MRZ-R15 and HRZ-R15 to apply to non-residential buildings and structures and not refer to multi-unit housing or retirement villages (by deleting the matters of discretion relating to these); or
- Option 5: Amend MRZ-R15 and HRZ-R15 to specify that it covers additions and alterations to multi-units and retirement villages.

Cost/Benefit Assessment

The options are assessed in the table below. The assessment is limited to the changes and is additional to information in the Section 32 Evaluation for the residential zones.

Option 1: Retain the status quo	
Costs	**Benefits**
Environmental • The lack of clarity may result in environmental costs if the activity is not assessed under the rule with the most relevant assessment criteria. *Economic* • The lack of clarity in the rule framework and where activities fit may result in economic costs due to uncertainty. *Social* • No direct or indirect social costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	*Environmental* • No direct or indirect benefits have been identified. *Economic* • No direct or indirect economic benefits have been identified. *Social* • No direct or indirect social benefits have been identified. *Cultural* • No direct or indirect cultural benefits have been identified.

Effectiveness and efficiency

Retaining the status quo is not considered to be an effective or efficient method of achieving the strategic direction of the Plan, or well-functioning urban environments under the NPS-UD.

Overall evaluation of Option 1

The status quo is not considered to be an appropriate option in this case.

Option 2: Amend MRZ-R11 and HRZ-R11 to ensure it only applies to building related to residential activity on sites with three or less residential units

Costs	**Benefits**
Environmental • No direct or indirect environmental costs have been identified. *Economic* • No direct or indirect economic costs have been identified. *Social* • No direct or indirect social costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	*Environmental* • No direct or indirect environmental benefits have been identified. *Economic* • This option creates an economic benefit regarding efficiency with Plan useability. Clarifying which activities are intended for each rule reduces uncertainty, and therefore could reduce cost when interacting the with the plan. *Social* • No direct or indirect social benefits have been identified. *Cultural* • No direct or indirect cultural costs have been identified.

Effectiveness and efficiency

Clarifying the title of MRZ-R11 and HRZ-R11 is considered to be an effective and efficient way of resolving the issue as it reduces uncertainty.

Overall evaluation of Option 2

Option 2 is recommended as it will improve Plan consistency and implementation.

Option 3: Include additions and alterations to multi-units and retirement villages in MRZ-R12 and HRZ-R12

Costs	Benefits
Environmental • No direct or indirect environmental costs have been identified. *Economic* • No direct or indirect economic costs have been identified.	*Environmental* • No direct or indirect environmental benefits have been identified. *Economic* • This option creates an economic benefit regarding efficiency with Plan useability.

Social • No direct or indirect social costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	Clarifying which activities are intended for each rule reduces uncertainty, and therefore could reduce cost when interacting the with the Plan. • Including additions and alterations to multi-unit housing and retirement villages in MRZ-R12 and HRZ-R12 aligns with the direction or MRZ-R11 and HRZ-R11 for three or less residential units. *Social* • No direct or indirect social benefits have been identified. *Cultural* • No direct or indirect cultural costs have been identified.
Effectiveness and efficiency Including additions and alterations to multi-units and retirement villages in MRZ-R12 and HRZ-R12 is considered to be an effective and efficient way of resolving the issue as it reduces uncertainty and aligns with MRZ-R11 and HRZ-R11. *Overall evaluation of Option 3* <u>Option 3 is recommended</u> as it will improve Plan consistency and implementation.	
Option 4: Amend MRZ-R15 and HRZ-R15 to apply to non-residential buildings, and not refer to multi-unit housing or retirement villages	
Costs *Environmental* • No direct or indirect environmental costs have been identified. *Economic* • No direct or indirect economic costs have been identified. *Social* • No direct or indirect social costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	**Benefits** *Environmental* • No direct or indirect environmental benefits have been identified. *Economic* • This option creates an economic benefit regarding efficiency with Plan useability. Clarifying which activities are intended for each rule reduces uncertainty, and therefore could reduce cost when interacting the with the Plan. *Social* • No direct or indirect social benefits have been identified. *Cultural* • No direct or indirect cultural costs have been identified.

Effectiveness and efficiency

Clarifying the title of MRZ-R15 and HRZ-R15 is considered to be an effective and efficient way of resolving the issue as it reduces uncertainty.

Overall evaluation of Option 4

Option 4 is recommended as it will improve Plan consistency and implementation.

Option 5: Amend MRZ-R15 and HRZ-R15 to specify that it covers additions and alterations to multi-units and retirement villages

Costs	**Benefits**
Environmental • As there is a Permitted Activity pathway for additions and alterations under MRZ-R15 and HRZ-R15, additions and alterations to multi-units and retirement villages could be included as a Permitted Activity under these rules where compliance with relevant standards is achieved. This is not consistent with MRZ-R11 and HRZ-R11, where additions and alterations are included in the rules for 1-3 household units; or MRZ-R12 and HRZ-R12 where the construction of a new multi-unit housing or retirement village will always require a resource consent. This option therefore has the possibility of allowing for poor design outcomes. *Economic* • No direct or indirect economic costs have been identified. *Social* • No direct or indirect social costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	*Environmental* • No direct or indirect environmental benefits have been identified. *Economic* • This option would potentially allow for additions and alterations to multi-units and retirement villages to proceed without a resource consent, therefore reducing resource consent costs for the applicant. *Social* • No direct or indirect social benefits have been identified. *Cultural* • No direct or indirect cultural costs have been identified.

Effectiveness and efficiency

Clarifying the title of MRZ-R15 and HRZ-R15 to specifically include additions and alterations to multi-units and retirement villages is not considered to be an effective and efficient way of resolving the issue as it introduces the potential for poor design outcomes when other rules aim to address this for these activities.

Overall evaluation of Option 5

Option 5 is not recommended as it could result in poor design outcomes.

Overall evaluation of the issue

As demonstrated in this assessment, there are recognised issues with the clarity of activities which fall within MRZ-R11 to MRZ-R15 and HRZ-R11 to HRZ-R15.

The issue can be resolved through the adoption of Options 2, 3 and 4 as detailed above. The recommended changes will provide clarity as to which rules apply for each activity. These are minor in nature and do not change the original intent of the provisions.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

The recommended amendments will improve the implementation of the District Plan with limited associated environment, economic, social or cultural costs. Therefore, the risk of acting is low.

Not acting will mean the issue is not resolved, risking inefficient and ineffective implementation of the rules relating to building in MRZ and HRZ.

Consultation

The proposed amendments have been discussed with the Resource Consents Team, who are supportive of the change.

Recommended Options

For the reasons set out in this report, the changes discussed at Options 2, 3 and 4 are recommended. In summary, these changes involve:

1. Amending MRZ-R11 and HRZ-R11 to ensure it only applies to building related to residential activity on sites with three or less residential units;
2. Including reference to *'additions and alterations'* to multi-unit housing and retirement villages in the titles of MRZ-R12 and HRZ-R12; and
3. Amending MRZ-R15 and HRZ-R15 to apply specifically to non-residential buildings and structures and not refer to multi-units and retirement villages.

The recommended changes are provided below.

Recommended Changes

Medium Density Residential Zone chapter	
MRZ-R11	**Construction, addition or alteration of buildings and structures for a residential activity where no more than three residential units occupy the site**
MRZ-R12	**Construction, addition or alteration of buildings or structures for a residential activity for multi-unit housing or a retirement village**
MRZ-R15	**Construction, addition or alteration of any ~~other~~ building or structure for a non-residential activity~~, including additions and alterations~~**

1. Activity status: **Permitted**

   Where:

   a. Compliance with the following standards is achieved:

      i. MRZ-S2;
      ii. MRZ-S3;
      iii. MRZ-S4; and
      iv. MRZ-S5~~;~~.
      ~~v. MRZ-S6;~~
      ~~vi. MRZ-S11;~~
      ~~vii. MRZ-S12; and~~
      viii. ~~MRZ-S13.~~

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance is not achieved with any of the requirements of MRZ-R15.1.a achieved.

Matters of discretion are:

1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard; and
2. The matters in MRZ-P9; MRZ-P10 and MRZ-P13. ~~(excluding retirement villages);~~
3. ~~For new buildings and additions to multi-unit housing, in addition to 1 and 2 above, the matters in MRZ-P6, MRZ-P7 and MRZ-P8; and~~
4. ~~For new buildings and additions and alterations to retirement villages in addition to 1 and 2 above:~~
   - ~~i. The effects of the retirement village on the safety of adjacent streets or public open spaces;~~
   - ~~ii. The extent to which articulation, modulation and materiality addresses adverse visual dominance effects associated with building length;~~
   - ~~iii. The effects arising from the quality of the interface between the retirement village and adjacent streets or public open spaces;~~
   - ~~iv. The matters in MRZ-P2, MRZ-P4, MRZ-P7, MRZ-P8, MRZ-P9 and MRZ-P10.~~
   - v. ~~The positive effects of the construction, development, and use of the retirement village~~.

Notification status: An application for resource consent made in respect of rule MRZ-R15.2.a is precluded from being publicly notified.

An application for resource consent made in respect of rule MRZ-R15.2.a and complies with standards MRZ-S2 and MRZ-S3 is precluded from being limited or publicly notified.

High Density Residential Zone chapter

HRZ-R11	**Construction, addition or alteration of buildings and structures for a residential activity where no more than three residential units occupy the site**

HRZ-R12	**Construction, addition or alteration of buildings or structures for a residential activity for multi-unit housing or a retirement village**

HRZ-R15	**Construction, addition or alteration of any ~~other~~ ~~new~~ building or structure for a non-residential activity~~, including additions and alterations~~**

1. Activity status: **Permitted**

   Where:

   a. Compliance with the following standards is achieved:
      i. HRZ-S2;
      ii. HRZ-S3;
      iii. HRZ-S4; and
      iv. HRZ-S5~~;~~
      ~~v. HRZ-S11 (For multi-unit housing only);~~
      ~~vi. HRZ-S12 (For multi-unit housing only);~~
      ~~vii. HRZ-S13 (For multi-unit housing only);~~
      ~~viii. HRZ-S14 (For multi-unit housing and retirement villages only);~~
      ~~ix. HRZ-S15 (For multi-unit housing and retirement villages only); and~~
      x. ~~HRZ-S16 (For multi-unit housing and retirement villages only).~~

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with any of the requirements of HRZ-R15.1.a is not achieved.

Matters of discretion are:

1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard; and
2. The matters in HRZ-P9, HRZ-P10, HRZ-P11 and HRZ-P12~~; and~~
3. ~~The matters in HRZ-P6 and HRZ-P8 for new buildings and additions and alterations to multi-unit housing; and~~
4. ~~The matters in HRZ-P7 and HRZ-P8 for new buildings and additions and alterations to a retirement village.~~

Notification status: An application for resource consent made in respect of rule HRZ-R15.2.a is precluded from being publicly notified.

An application for resource consent for additions and alterations to a retirement village where compliance is achieved with HRZ-S2~~,~~ and HRZ-S3~~, HRZ-S14, HRZ-S15, and HRZ-S16~~ is precluded from being limited notified.

Consequential Amendments

No consequential amendments are required.

Wellington City District Plan – Omnibus Plan Change

HRZ-R11, HRZ-R12, MRZ-R11, HRZ-S4 and MRZ-S4 – Boundary setbacks

Scope of Proposed Change

To amend the rules and standards in the High and Medium Density Residential Zones to clarify how the *'Boundary setbacks'* standard is implemented and correct a number of identified errors in the standard and rules that this applies to.

Background

The standards for *'Boundary setbacks'* in both the High Density Residential Zone (HRZ) and Medium Density Residential Zone (MRZ) specify the distances buildings in these zones must be set back from front, side and rear site boundaries, and from the rail corridor. Where any setback requirement is not met, resource consent will be required under the relevant rules – being:

- **HRZ-R11 /MRZ-R11 - Construction, addition or alteration of buildings and structures where no more than three residential units occupy the site; or**
- **HRZ-R12/MRZ-R12 - Construction of buildings or structures for multi-unit housing or a retirement village; or**
- **HRZ-R15/MRZ-R15 - Construction of any other building or structure, including additions and alterations.**

Reflecting the rules above, within the standards there are a number of exceptions based on whether it is for a site with no more than three residential units, a multi-unit or retirement village, or another building. This creates a complex framework where currently exclusions are written across rules, standards and as notes.

Issue

The issue is that the HRZ and MRZ rules and standards relating to 'Boundary setbacks' are unclear and difficult to implement in their current form.

Specific issues identified are:

i. *There is a lack of clarity within the 'Boundary setbacks' standards in the HRZ and MRZ*
It is not clear which boundary setback requirements within standards HRZ-S4 and MRZ-S4 apply in which circumstances. A new table format displaying the different setback requirements is recommended to clarify when the different setbacks apply.

ii. *There is a missing reference to HRZ-S4 in HRZ-R12*
HRZ-R12 includes HRZ-S4 in the preclusion for limited notification, however, this is not listed as a standard to be considered within the matters of discretion at HRZ-R12.1. Whereas, in the Medium Density Residential Zone, MRZ-R12.1 both lists MRZ-S4 as a matter of discretion (MRZ-R1.1.c) and includes a preclusion for limited notification where the standard is complied with. The boundary setback is still relevant to include this in the matters of discretion at HRZ-R12.1. For multi-unit housing or a retirement village HRZ-S4 only applies as it relates to the rail corridor and the other setbacks within the standard do not apply. This omission needs to be corrected.

iii. *It is not clear how to assess non-compliance with the rail corridor setback requirement*
The rail corridor setback requirements are intermingled with other boundary setback standards. Where there is a non-compliance with other components of the boundary setbacks standards, then a resource consent is determined by assessing:
   a. The matters of discretion in the rule, namely *'The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard'*; and
   b. The assessment criteria at HRZ-S4 or MRZ-S4.

In the case of the rail corridor setback requirement, a development of 1-3 units is also assessed against an additional matter of discretion at HRZ-R11.2.a.3 and MRZ-R11.2.a.3 with respect to *"the location and design of the building as it relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor".* This matter of discretion is not included at HRZ-R12, HRZ-R15, MRZ-R12 and MRZ-R15. Consequently, more weight is placed on the first matter of discretion and the assessment criteria set out in the standard not met. As there is no assessment criterion relevant to the rail corridor, there is no direct guidance as to how the non-compliance should be assessed.

To resolve this matter it is recommended that a new assessment criterion specific to the rail corridor is added at HRZ-S4 and MRZ-S4. This would then allow for assessment of '*The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard'* under all applicable rules[1]. This change would render the assessment criteria at HRZ-R11 and MRZ-R11 moot. Noting that this matter of discretion is not consistently applied across the rule framework it is recommended that, if the new assessment criterion is introduced, matters of discretion HRZ-R11.2.a.3 and MRZ-R11.2.a.3 are deleted.

It is noted that the standards for rail corridor setbacks in the Commercial and Mixed Use Zones (CMUZ) the standards contain assessment criteria. To ensure non-compliances with the rail corridor setback standard are assessed appropriately, and provide for District Plan consistency, it is recommended that an additional assessment criterion is added at HRZ-S4 and MRZ-S4.

Assessment of Options

Relevant options

For the purposes of the evaluation, the following options have been considered:

- **Option 1:** Retain the status quo;
- **Option 2:** Amend HRZ-R12.1 by including HRZ-S4 as a matter of discretion;
- **Option 3:** Amend HRZ-S4 and MRZ-S4 to provide a new table clearly displaying which setbacks apply to which residential activities;
- **Option 4:** Amend the assessment criteria at HRZ-S4 and MRZ-S4 to include the matters to be assessed when the rail corridor setback is not met;
- **Option 5:** Subject to Option 4 being adopted, delete matters of discretion HRZ-R11.2.a.3 and MRZ-R11.2.a.3; and
- **Option 6:** In the HRZ chapter, include a new standard specific to the setback from the rail corridor, with relevant assessment criteria. Amend HRZ-S4 to reflect this change, and add reference the new standard as a matter of discretion within HRZ-R12 (instead of HRZ-S4).

[1] HRZ-R11, HRZ-R12, HRZ-R15, MRZ-R11, MRZ-R12 and MRZ-R15

Cost/benefit assessment

The options are assessed in the table below. The assessment is limited to the changes and is additional to information in the Residential Section 32 assessment.[2]

Option 1: Retain the status quo	
Costs	**Benefits**
Environmental • This option also does not address the complex framework of exclusions for certain setbacks. • Retaining the provisions as operative creates misalignment in HRZ-R12 between the matters of discretion and the preclusion for limited notification. • This option would mean there is no assessment criteria relating to the rail corridor setback, and in fact be no means of assessing non-compliance when the standard is breached and the development is for multiunit housing or a retirement village. *Economic* • Uncertainty and misalignment could create economic costs in the resource consent process. *Social* • No direct or indirect social costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	*Environmental* • No direct or indirect benefits have been identified. *Economic* • No direct or indirect economic benefits have been identified. *Social* • No direct or indirect social benefits have been identified. *Cultural* • No direct or indirect cultural benefits have been identified.
Effectiveness and efficiency Retaining the status quo is not considered to be an effective or efficient method of achieving the strategic direction of the Plan, or well-functioning urban environments under the NPS-UD.	
Overall evaluation of Option 1 The status quo is not considered to be an appropriate option in this case.	
Option 2: Amend HRZ-R12.1 to include HRZ-S4 as a matter of discretion	
Costs	**Benefits**
Environmental • The inclusion of the setback standard as a matter of discretion in HRZ-R12 may result in a reduction in residential development capacity available, if consent is not granted.	*Environmental* • This has the benefit of ensuring rail corridor setbacks are assessed appropriately. • As the setback does not apply to most HRZ sites, residential development capacity will be maximised in most cases.

[2] Section 32 - Part 2 - High Density and Medium Density Residential Zones

Economic • Further complicating the display of the rule and relevant standards due to the additional text needed to explain that HRZ-S4 is relevant but only in relation to the rail corridor setback may result in design and consenting related costs. *Social* • No direct or indirect social costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	*Economic* • Clarification that the standard applies but is limited to consideration of the rail corridor setback, will enable most developers to discount the standard – leading to a reduction in consenting costs. *Social* • No direct or indirect social benefits have been identified. *Cultural* • No direct or indirect cultural benefits have been identified.
Effectiveness and efficiency This option is considered to be an effective or efficient method of resolving the minor error within HRZ-R12.1 so as to ensure that HRZ-S4 is addressed when applicable. Note that, if Option 3 below is also recommended, the table format will clearly demonstrate that the only *'Boundary setback'* applicable to the HRZ for multi-units and retirement villages is the 1.5 metre setback from the rail corridor.	
Overall evaluation of Option 2 To ensure that the rule is applied as intended, with the boundary setback applied where there is a non-compliance with the required boundary setback from the rail corridor, Option 2 is recommended.	
Option 3: Amend HRZ-S4 and MRZ-S4 to provide a new table clearly displaying which setbacks apply to which residential activities	
Costs *Environmental* • This recommended change does not change the content of the standard, but clarifies how it is applied. Therefore, there will be no environmental costs associated with the change. *Economic* • No direct or indirect economic costs have been identified. *Social* • No direct or indirect social costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	**Benefits** *Environmental* • As the change is for clarification only, there will be no environmental benefits associated with the change. *Economic* • This option presents an alternative to displaying the boundary setback information in the relevant standard in both HRZ and MRZ, which provides more clarity (providing economic benefits through streamlining plan useability). *Social* • No direct or indirect social costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.

Effectiveness and efficiency

Providing clarification through the addition of a table summarising the different boundary setbacks is considered to be an effective and efficient way of resolving the issue as the table will clearly demonstrate which setback applies specific to the zone and type of building proposed.

Consequential to this change, the reference at HRZ-R11.1.a.iii and MRZ-R11.1.a.iii to *'except for front and side yard boundary setbacks'* is no longer required and can be deleted from the rules.

Overall evaluation of Option 3

Option 3 is recommended as it will clarify when the different components of the standard will be applied.

Option 4: Include a new assessment criterion within HRZ-S4 and MRZ-S4 relating to the setback from the rail corridor

Costs	**Benefits**
Environmental • No direct or indirect environmental costs have been identified beyond those addressed in the section 42A assessments with respect to the addition of the rail corridor setback standard. *Economic* • The addition of a new assessment criterion will provide one additional matter to be assessed, resulting in a minor additional cost to the preparation and assessment of resource consent applications, albeit in a limited number of circumstances. Social • No direct or indirect social costs have been identified. Cultural • No direct or indirect cultural costs have been identified.	*Environmental* • Including a separate rail corridor setback assessment criterion will ensure this non-compliance is appropriately addressed, particularly with respect to the rules where there is no specific matter of discretion. *Economic* • Clarification as to how the standard is assessed will reduce costs associated with preparing and assessing resource consent applications. • When applied in conjunction with Option 5 below, the change will provide time and cost savings for applicants. Social • No direct or indirect social benefits have been identified. Cultural • No direct or indirect cultural benefits have been identified

Effectiveness and efficiency

Providing an additional assessment criterion to be assessed when there is a non-compliant setback from the rail corridor is considered to be an effective and efficient way of resolving the issue as it will ensure that the relevant matters that this setback seeks to regulate will be assessed.

Overall evaluation of Option 4

Option 4 is recommended as it will improve Plan consistency and implementation.

Option 5: Subject to Option 4 being adopted, delete the matters of discretion at HRZ-R11.2.a.3 and MRZ-R11.2.a.3	
Costs *Environmental* • Subject to a separate rail corridor setback assessment criterion be introduced, this change will not change how the standard is applied and no specific environmental costs. *Economic* • The deletion of the matter of discretion will have no material economic costs, given the matters that it relates to are captured through the new recommended assessment criterion. Social • No direct or indirect social costs have been identified. Cultural • No direct or indirect cultural costs have been identified.	**Benefits** *Environmental* • Subject to a separate rail corridor setback assessment criterion be introduced, this change will not change how the standard is applied and no specific environmental benefits. *Economic* • There is a minor economic benefit insofar as the recommended change will create consistency between HRZ-R11/MRZ-R11 and the rules at HRZ-R12/HRZ-R15 and MRZ-R12/MRZ-R15. • There is no tangible reason why the matter of discretion should be included within the former rules and not the latter, and this change will reduce complexity and inconsistency with respect to District Plan implementation, with associated cost benefits to developers. Social • No direct or indirect social benefits have been identified. Cultural • No direct or indirect cultural benefits have been identified
Effectiveness and efficiency Subject to the adoption of Option 4 above, Option 5 is considered to be an effective and efficient way of resolving the issue as it will ensure that the relevant matters that the setback from the rail corridor standard seeks to regulate will be assessed through the application of the standard and remove unnecessary duplication in the rule framework. This change will create consistency both within the rules of the respective HRZ and MRZ chapters, and between the provisions of the CMUZ and residential zones.	
Overall evaluation of Option 5 <u>Option 5 is recommended</u> as it will improve Plan consistency and implementation. It is noted that if Option 4 is not adopted, then Option 5 is no longer recommended.	
Option 6: In the HRZ chapter, include a new standard specific to the setback from the rail corridor, with relevant assessment criteria. Amend HRZ-S4 to reflect this change, and add reference the new standard as a matter of discretion within HRZ-R12 (instead of HRZ-S4)	
Costs *Environmental* • The inclusion of the rail setback standard as a matter of discretion in HRZ-R12 may result in	**Benefits** *Environmental*

an environmental cost of a reduction of development capacity available if consent is not granted. *Economic* • From a District Plan useability perspective it is inefficient to have two standards relating to boundary setbacks in that this option would increase costs associated with preparing and assessing resource consent applications. Social • No direct or indirect social costs have been identified. Cultural • No direct or indirect cultural costs have been identified.	• Including a separate rail corridor setback standard will address the issue identified and ensure the rail corridor is appropriately assessed. *Economic* • No direct or indirect economic benefits have been identified. Social • No direct or indirect social benefits have been identified. Cultural • No direct or indirect cultural benefits have been identified.
Effectiveness and efficiency Providing a standalone standard for the rail corridor is not considered to be an effective and efficient way of resolving the issue.	
Overall evaluation of Option 6 This is not considered to be an appropriate option in this case and is <u>not recommended</u>.	

Overall evaluation of the issue

As demonstrated in this assessment, there are recognised issues with the implementation and assessment of the *"Boundary setbacks"* standards in the HRZ and MRZ chapters, and the rules that these apply to.

These issues are minor in nature and can be resolved through the adoption of Options 2, 3, 4 and 5 as detailed above. The recommended changes will provide clarity as to how the standards apply and how non-compliances with the standards should be assessed. The recommended changes will also assist to provide consistency between provisions in the CMUZ and residential zones.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

The recommended amendments will improve implementation of the District Plan with limited associated environmental, economic, social or cultural costs. Therefore, the risk of acting is low.

Not acting will mean the issue is not resolved, risking ineffective and efficient implementation of the rules and standards relating to *'Boundary setbacks'*.

Consultation

The proposed amendments have been discussed with the Resource Consents Team, who are supportive of the change.

Recommended Options

For the reasons set out in this report, the changes discussed at Options 2, 3, 4 and 5 are recommended. In summary, these changes involve:

1. Including HRZ-S4 as a matter of discretion in HRZ-R12;
2. Replacing the existing HRZ-S4 and MRZ-S4 with new tables that clear display the setbacks that apply to specific residential buildings and, as a consequential amendment, deleting the clarification at HRZ-R11.1.a.iii and MRZ-R11.1.a.iii;
3. Including new assessment criteria at MRZ-S4 and HRZ-S4 specific to assessing non-compliance with the required setback from the rail corridor;
4. Deleting matters of discretion HRZ-R11.2.a.3 and MRZ-R11.2.a.3.

The recommended changes are provided below.

Recommended Changes

High Density Residential Zone

HRZ-R11: Construction, addition or alteration of buildings and structures where no more than three residential units occupy the site (Amend rule)

1. Activity status: **Permitted**

Where:

a. Compliance with the following standards is achieved:
   i. HRZ-S1;
   ii. HRZ-S3;
   iii. HRZ-S4 ~~except for front and side yard boundary setbacks~~;
   iv. HRZ-S5;
   v. HRZ-S6;
   vi. HRZ-S7;
   vii. HRZ-S8; and
   viii. HRZ-S9.

2. Activity status: **Restricted Discretionary**

Where:

a. Compliance with any of the requirements of HRZ-R11.1.a is not achieved.

Matters of discretion are:

1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard; and
2. The matters in HRZ-P2, HRZ-P3, HRZ-P4, HRZ-P5, HRZ-P8, HRZ-P9 and HRZ-P10~~; and~~
~~3. The location and design of the building as it relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.~~

Notification status:

An application for resource consent made in respect of rule HRZ-R11.2.a which results from non-compliance with HRZ-S1, HRZ-S3, HRZ-S4 or HRZ-S5 is precluded from being publicly notified.

An application for resource consent made in respect of rule HRZ-R11.2.a which results from non-compliance with HRZ-S6, HRZ-S7, HRZ-S8 or HRZ-S9 is precluded from being either publicly or limited notified.

HRZ-R12: Construction of buildings or structures for multi-unit housing or a retirement village (Amend rule)

1. Activity status: **Restricted Discretionary**

Matters of discretion are:

1. The extent and effect of non-compliance with any of the follow standards as specified in the associated assessment criteria for any infringed standard:
   - ~~a.~~ a. HRZ-S2;
   - ~~b.~~ b. HRZ-S3;
   - ~~c.~~ c. HRZ-S4;
   - ~~d.~~ d. HRZ-S11 for multi-unit housing only;
   - ~~e.~~ e. HRZ-S12 for multi-unit housing only;
   - ~~f.~~ f. HRZ-S13 for multi-unit housing only;
   - ~~g.~~ g. HRZ-S14;
   - ~~h.~~ h. HRZ-S15; and
   - ~~i.~~ i. HRZ-S16.

2. For multi-unit housing, in addition to the matters in 1 above, the matters in HRZ-P2, HRZ-P3, HRZ-P5, HRZ-P6, HRZ-P8, HRZ-P9 and HRZ-P10.
3. For retirement villages in addition to the matters in 1 above:
   i. The effects of the retirement village on the safety of adjacent streets or public open spaces;
   ii. The extent to which articulation, modulation and materiality addresses adverse visual dominance effects associated with building length;
   iii. The effects arising from the quality of the interface between the retirement village and adjacent streets or public open spaces;
   iv. The matters in HRZ-P2, HRZ-P4, HRZ-P7, HRZ-P8, HRZ-P9, and HRZ-P10;
   v. The positive effects of the construction, development and use of the retirement village.

Notification status: An application for resource consent made in respect of rule HRZ-R12.1 is precluded from being publicly notified.

An application for resource consent made in respect of rule HRZ-R12.1 that complies with all relevant standards is also precluded from being limited notified.

An application for resource consent made in respect of rule HRZ-R12.1 that complies with HRZ-S2, HRZ-S3.2, and HRZ-S4, but does not comply with all other relevant standards is also precluded from being limited notified.

HRZ-S4: Boundary setbacks

Delete HRZ-S4 in its entirety and replace with:

Yard	Minimum depth for a residential activity where no more than three residential units occupy the site	Minimum depth for a residential activity for multi-unit housing or a retirement village	Minimum depth of any building or structure for a non-residential activity
Front	0 m	0 m	1.5 m
Side	0 m	0 m	1 m
Rear	1 m (excluded on corner sites)	0 m	1 m (excluded on corner sites)
Rail corridor boundary	1.5 m	1.5 m	1.5 m

This standard does not apply to:

1. Site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where common wall is proposed;

2. Fences or standalone walls;
3. Uncovered decks and uncovered structures no more than 500mm in height above ground level (except in relation to the rail corridor boundary, where it does apply);
4. Eaves up to 600mm in width (except in relation to the rail corridor boundary, where it does apply);

Assessment criteria where the standard is infringed:

1. Streetscape and visual amenity effects; and
2. Dominance, privacy and shading effects on adjoining sites; and
3. The extent to which the location and design of the building relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.

Medium Density Residential Zone

MRZ-R11: Construction, addition or alteration of buildings and structures where no more than three residential units occupy the site (Amend rule)

1. Activity status: **Permitted**

Where:

a. Compliance with the following standards is achieved:
   i. MRZ-S1;
   ii. MRZ-S3;
   iii. MRZ-S4 ~~except for front and side yard boundary setbacks~~;
   iv. MRZ-S5;
   v. MRZ-S6;
   vi. MRZ-S7;
   vii. MRZ-S8; and
   viii. MRZ-S9.

2. Activity status: **Restricted Discretionary**

Where:

a. Compliance with any of the requirements of MRZ-R11.1.a is not achieved.

Matters of discretion are:

1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard; and
2. The matters in MRZ-P2, MRZ-P3, MRZ-P4, MRZ-P5, MRZ-P8, MRZ-P9 and MRZ-P10.~~; and~~
3. ~~The location and design of the building as it relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.~~

Notification status:

An application for resource consent made in respect of rule MRZ-R11.2.a which results from non-compliance with MRZ-S1, MRZ-S3, MRZ-S4 or MRZ-S5 is precluded from being publicly notified.

An application for resource consent made in respect of rule MRZ-R11.2.a which results from non-compliance with MRZ-S6, MRZ -S7, MRZ-S8 or MRZ-S9 is precluded from being either publicly or limited notified.

MRZ-S4: Boundary setbacks

Delete MRZ-S4 in its entirety and replace with:

Yard	Minimum depth for a residential activity where no more than three residential units occupy the site	Minimum depth for a residential activity for multi-unit housing or a retirement village	Minimum depth for any building or structure for a non-residential activity	PREC01	PREC02
Front	0 m	1.5 m	1.5 m	0 m	0 m
Side	0 m	1 m	1 m	0 m	0 m
Rear	1 m (excluded on corner sites)	1 m (excluded on corner sites)	1 m (excluded on corner sites)	1 m	1 m
Rail corridor boundary	1.5 m	1.5 m	1.5 m	1.5 m	1.5 m

This standard does not apply to:

1. Site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where common wall is proposed;
2. Fences or standalone walls;
3. Uncovered decks and uncovered structures no more than 500mm in height above ground level (except in relation to the rail corridor boundary, where it does apply);
4. Eaves up to 600mm in width (except in relation to the rail corridor boundary, where it does apply);

Assessment criteria where the standard is infringed:

1. Streetscape and visual amenity effects; and
2. Dominance, privacy and shading effects on adjoining sites; and
3. The extent to which the location and design of the building relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.

Consequential Amendments

No consequential amendments are required.

Wellington City District Plan – Omnibus Plan Change

MRZ-S10 and HRZ-S10 – Fences and standalone walls

Scope of Proposed Change

To amend MRZ-S10 and HRZ-S10 to provide clarification as to when the standard applies.

Background

MRZ-S10 and HRZ-S10 are standards regulating the construction of fences and standalone walls in the Medium Density Residential Zone (MRZ) and High Density Residential Zone (HRZ).

The relevant rules for the fences and standalone walls setback are MRZ-R13 and HRZ-R13 (Fences and standalone walls). MRZ-S10 and HRZ-S10 are the only standards that need to be complied with under MRZ-R13 and HRZ-R13. These standards include specifications for fences and standalone walls, including specifications when on a front boundary or within a front boundary setback (clause 2). The purpose of these clauses is to enable fencing and standalone walls, while promoting a positive streetscape and allowing for passive surveillance between sites and with the road frontage.

Clause 2 of the MRZ standard states:

> *On a front boundary or in a front boundary setback any fence or standalone wall, or combination of these structures, must not:…*

Clause 2 of the HRZ standard states:

> *On a front boundary or within a 5m front boundary setback any fence or standalone wall, or combination of these structures, must not:…*

Two concerns have been raised by the Council's Resource Consents Team in relation to the application of the standards:

1. That the standard refers to *'in a front boundary setback'*, but as the MRZ-S4 / HRZ-S4 (Boundary setbacks) explicitly state that these standards explicitly state that they do not apply to fences and standalone walls, and MRZ-S4 / HRZ-S4 are not a matter for consideration under MRZ-R13 / HRZ-R13, it is not clear what *'in a front boundary setback'* means for the purposes of MRZ-S10 and HRZ-S10.
2. That there are inconsistencies between MRZ-S10 and HRZ-S10 in that MRZ-S10 does not provide a distance for what is meant by the front boundary setback, while HRZ-S10 specifies a distance of 5m.

It is noted that at the time of the Council's decisions on the Tranche 1 hearings, a decision was made to remove the 1.5m front yard setback under MRZ-S4 and HRZ-S4 for sites with no more than three residential units[1]. This means that there is now no *'front yard setback'* for MDRS development on these sites. This has added to the confusion as to how MRZ-S10 should be applied as the standard does not currently stipulate a setback distance. There was a submission on this point in relation to HRZ-S10 noting that there is no setback specified in the fences and standalone standard. As a result the Council's reporting officer recommended a distance of 5m from the boundary. This was recommendation was accepted and forms part of the operative 2024 District Plan; however, the 5 metre setback was not carried through to the corresponding standard in the MRZ.

[1] Proposed District Plan Intensification Decisions

Issue

That MRZ-S10 and HRZ-S10 (Fences and standalone walls) are unclear with respect to what is meant by a front boundary setback, and that there are inconsistencies between the MRZ and the HRZ.

Assessment of options

Relevant options

For the purposes of the evaluation, the following options have been considered:

- **Option 1:** Retain the status quo; or
- **Option 2:** Amend the standards to specify that MRZ-S10.2 and HRZ-S10.2 apply to *'a front boundary or within 1.5 metres of a front boundary'*.

Cost/benefit assessment

The options are assessed in the table below.

Option 1: Retain the status quo	
Costs	**Benefits**
Environmental • Lack of clarity as to whether a front yard setback is intended to apply to sites where no more than three residential units occupy the site (as described in HRZ-S10), means that fences can be constructed up to the front boundary (ie within survey tolerance of the boundary) without needing to meet the requirements of clause 2 of MRZ-S10. The environmental effect will be poor streetscape outcomes (including fences higher than 2 metres, with no visual permeability) and lost opportunities for passive surveillance. • The limitation on fencing within a 5 m setback in the HRZ may restrict residential development potential in this zone. *Economic* • The current setback of 5m in the HRZ specified in the fences and standalone walls setback may encourage residential activity further into the site, reducing development capacity. There is no clear rationale in the section 42A from the reporting officer on why a 5m front setback was chosen for this standard. It appears to be onerous when there are policies in both HRZ and MRZ promoting availability of housing.	*Environmental* • No direct or indirect environmental benefits have been identified. *Economic* • By not applying the front setback to some sites in the MRZ, additional development capacity may be encouraged. *Social* • No direct or indirect social benefits have been identified. *Cultural* • No direct or indirect cultural benefits have been identified.

Social • The status quo would allow a fence above 2m just inside the boundary in the MRZ on site where there is no front setback for sites with three or less residential units, which could create social costs through lost opportunities for passive surveillance of, and interaction with, the street. *Cultural* • No direct or indirect cultural costs have been identified.	
Effectiveness and efficiency Retaining the status quo with uncertainty of the application of a front yard setback for the fences and standalone walls standard in the MRZ, and misalignment with the HRZ, is not considered to be an effective and efficient way of resolving the issue. Additionally, the HRZ standard is unduly restrictive and does not achieve the strategic direction of enabling high density housing in this zone. *Overall evaluation of Option 1* <u>Option 1 is not recommended</u> as it will not improve District Plan consistency and implementation.	
Option 2: Amend the standards to specify that MRZ-S10.2 and HRZ-S10.2 apply *'to a front boundary or within 1.5 metres of a front boundary'*	
Costs *Environmental* • In the HRZ, this amendment creates a smaller front boundary setback for fences and standalone wall requirements. *Economic* • No direct or indirect economic costs have been identified. *Social* • No direct or indirect social costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	**Benefits** *Environmental* • Applying MRZ-S10.2 and HRZ-S10.2 within 1.5m of the front boundary is considered an acceptable distance as it aligns with the boundary setback standard and the Medium Density Residential Standards (MDRS). • This option provides clarity as it removes the reference to 'front yard setback', which is a matter addressed by, and specific to, the 'Boundary setbacks' standards. • The environmental benefits will be consistency in how the standard is applied across the MRZ and HRZ, and an appropriate balance between enabling development potential and achieving the streetscape and surveillance purposes intended by these clauses of the fences and standalone walls standards. *Economic* • With respect to the HRZ, this option will enable fences and standalone wall that meet the requirements of HRZ-S10 within 1.5m of the front boundary, whereas currently a 5 m setback is required. This could encourage

	development closer to the boundary an increase development capacity, as enabled by the policy framework. • With respect to both the MRZ and HRZ the proposed changes remove uncertainty as to how the standards are applied, with associated reduction in costs associated with the preparation and assessment of resource consent applications. *Social* • Applying a distance from the front boundary of 1.5m in MRZ-S10.2 encourages fences on or inside the boundary to be designed in such a way to achieve a positive streetscape and provides passive surveillance. • Likewise, enabling fences closer to the front boundary in the HRZ facilitates additional residential development potential towards the front of a site, along with the passive surveillance benefits that this provides. *Cultural* • No direct or indirect cultural benefits have been identified.
Effectiveness and efficiency Amending the fences and standalone walls standards to specify that MRZ-S10.2 and HRZ-S10.2 apply to the *'front boundary or within 1.5m of the front boundary'* is considered to be an effective and efficient way of resolving the issue as it provides clarity in the implementation of the standard and aligns with other front boundary setbacks and the MDRS. *Overall evaluation of Option 2* Option 2 is recommended as it will improve Plan consistency and implementation.	
Overall evaluation of the issue As demonstrated in this assessment, there is a lack of clarity in MRZ-S10.2 and misalignment between MRZ-S10.2 and HRZ-S10.2. This can be resolved through the adoption of Option 2 as detailed above.	
Risk of acting/not acting There is sufficient information to analyse the appropriateness of acting or not acting. The recommended amendments will improve implementation of the District Plan with limited associated environmental, economic, social or cultural costs. Therefore, the risk of acting is low. Not acting will mean the issue is not resolved, risking ineffective and efficient implementation of the rules and standards relating to fences and standalone walls.	

Consultation

The proposed amendments have been discussed with the Resource Consents Team, who are supportive of the change

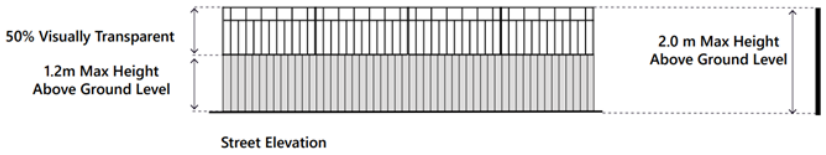
Recommended changes

High Density Residential Zone Chapter

HRZ-S10: Fences and standalone walls

1. Any fence or standalone wall, or combination of these structures, must not:
    a. Exceed a maximum height of 2m above ground level where within 1m of any side or rear boundary.
    b. Obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities.

2. On a front boundary or within 1.5 metres of a front boundary ~~a 5m front boundary setback~~ any fence or standalone wall, or combination of these structures, must not:
    a. Exceed a maximum height of 2m above ground level; and
    b. Any part of a fence or standalone wall above 1.2m in height must be 50% visually transparent for its entire length, as shown in the diagram below.
    c. Obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities.



3. On a boundary with a site zoned open space or boundary with a public accessway, or within 1m of either of those boundaries, any fence or standalone wall, or combination of these structures, must not:
    a. Exceed a maximum height of 2m above ground level; and
    b. Any part of a fence or standalone wall above 1.2m in height must be 50% visually transparent for its entire length.
    c. Obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities.

HRZ-S10.3 does not apply to a front boundary or a State Highway.

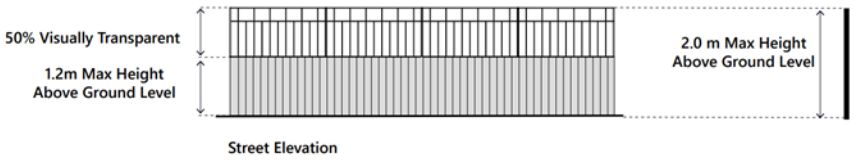
Medium Density Residential Zone Chapter

MRZ-S10: Fences and standalone walls

1. Any fence or standalone wall, or combination of these structures, must not:
    a. Exceed a maximum height of 2m above ground level where within 1m of any side or rear boundary;
    b. Obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities.

2. On a front boundary or within 1.5 metres of a front boundary ~~in a front boundary setback~~ any fence or standalone wall, or combination of these structures, must not:
    a. Exceed a maximum height of 2m above ground level; and

b. Any part of a fence or standalone wall above 1.2m in height must be 50% visually transparent for its entire length, as shown in the diagram below.
c. Obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities.



3. On a boundary with a site zoned open space or a boundary adjoining public space, including public accessways, or within 1m of either of these boundaries, any fence or standalone wall, or combination of these structures, must not:
    a. Exceed a maximum height of 2m above ground level; and
    b. Any part of a fence or standalone wall above 1.2m in height must be 50% visually transparent for its entire length.
    c. Obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities.

MRZ-S10.2 does not apply to a State Highway.

Consequential amendments

No consequential amendments are required.

Wellington City District Plan – Omnibus Plan Change

Commercial and Mixed Use Zones – Maximum Building Depth for Residential Activities

High Density Residential Zone - Maximum building depth for multi-unit housing or a retirement village

Scope of Proposed Change

To amend the *'Maximum building depth for residential activities'* standard within the Commercial and Mixed Use Zone chapters to clarify how the standard is applied; and, for District Plan consistency, the amend the equivalent *'Maximum building depth for multi-unit housing or a retirement village'* standard in the High Density Residential Zone.

Background

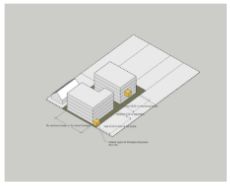
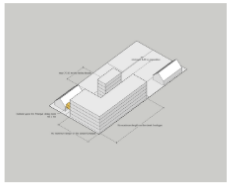
Objective 1 of the National Policy Statement on Urban Development 2020 (the NPS-UD) requires that:

> *"New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future".*

To achieve this objective, the 2024 District Plan enables significant additional development capacity within the Commercial and Mixed Use Zones (CMUZ) and High Density Residential Zone (HRZ). The CMUZ and HRZ chapters introduce a range of building standards to facilitate quality amenity outcomes both within a development and at adjoining sites.

Commercial and Mixed Use Zones

The *'Maximum building depth for residential activities'* (CCZ-S12, MCZ-S11, LCZ-S10 and NCZ-S10) only applies to residential development within CMUZ and seeks to regulate the depth of a building extending into the site from a street frontage. The CCZ standard, and assessment criteria that apply when this is not met, are shown below:

CCZ-S12	Maximum building depth for residential activities
1. Any new building, part of a new building, or additions to an existing building, constructed for residential activities on any site aside from a rear site, must not result in the continuous length of any external side façade, facing a neighbouring site, being greater than 25m, as shown in the diagrams below. In-block site  Corner site 	Assessment criteria where the standard is infringed: 1. The extent to which the design mitigates the effect of a long featureless building façade; and 2. Dominance and privacy effects on adjoining sites.

CCZ-S12 above, and equivalent MCZ, LCZ and NCZ standards (which are the same), relate to the suite of CMUZ policies titled *'Managing Adverse Effects'*, as shown below:

City Centre Zone (CCZ-P12)

Managing adverse effects

Recognise the evolving, higher density development context enabled in the City Centre Zone, while managing any associated adverse effects including:

1. The impacts of building dominance and the height and scale relationship;
2. Building mass effects, including the amount of light and outlook around buildings; and
3. The impacts on sunlight access to identified public space; and
4. The impacts of related construction activity on the transport network and pedestrian linkages.

Metropolitan Centre Zone (MCZ-P9), Local Centre Zone (LCZ-P9), Neighbourhood Centre Zone (NCZ-P9)

Managing adverse effects

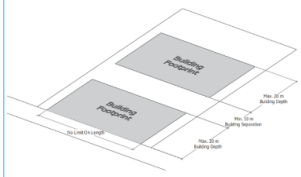
Recognise the evolving, higher density development context enabled in the Metropolitan Centre Zone, while managing any associated adverse effects including:

1. Shading, privacy, bulk and dominance effects on adjacent sites; and
2. The impact of construction on the transport network and pedestrian linkages.

As demonstrated above, the MCZ, LCZ and NCZ policies seek to manage adverse amenity effects experienced at adjacent sites, whereas the CCZ policy is less prescriptive in this regard. This difference recognises that the NPS-UD requires that development potential is maximised in the CCZ.

<u>High Density Residential Zone</u>

HRZ-R15 applies a 20 metre maximum building depth requirement to multi-unit developments and retirement villages:

HRZ-S15	Maximum building depth for multi-unit housing or a retirement village
1. No part of any building or structure must exceed 20m in continuous depth, as shown in the diagram below.  This standard does not apply to fences or standalone walls.	Assessment criteria where the standard is infringed: 1. Dominance, privacy and shading effects on adjoining sites.

In the HRZ, HRZ-P6 (Multi unit housing) and HRZ-P7 (Retirement villages) apply, however, these do not specifically seek to mitigate adverse bulk, dominance, privacy or shading effects. HRZ-P8.6 (Residential buildings and structures) addresses effects on public spaces but not privately owned sites.

Therefore, the matters HRZ-R12 (Construction of buildings or structures for multi-unit housing or a retirement village) provides the most useful context. Specifically, matter of discretion 1 requires an assessment of the extent and effects resulting from any non-compliance with the standards breached. Also, in relation to retirement villages, matter of discretion 3.ii requires an assessment of *'the extent to which articulation, modulation and materiality addresses adverse visual dominance effects associated with building length'.*

Purpose of the Standards

The *'Maximum building depth for residential activities'* and *'Maximum building depth for multi-unit housing or a retirement village'* standards were included as part of a suite of building standards within the HRZ and CMUZ chapters seeking to achieve the intent of the abovementioned policy framework. The rationale for the standards is provided in the original Section 32 Reports for the respective zones.

The following reports also provide background to the purpose of the standard:

1. Report prepared by Boffa Miskell titled 'Planning for Residential Amenity' (dated July 2021), available here.
2. Report prepared by The Property Group titled 'Wellington City Proposed District Plan – Proposed Amenity and Design Provisions – Cost Benefit Analysis' (dated June 2022), available here.

The Boffa Miskell Report[1] identifies *'building length'* as a method for regulating amenity outcomes. The report advises that advantages of this method include limiting the dominance effects of an uninterrupted building elevation along a site boundary; providing for separation between buildings and allowing natural light penetration into new buildings at each end. It is noted that these effects are achieved when the building separation standard also applies. Disadvantages of the method include reduced development potential and administrative costs involved with resource consent applications where the standard is not met.

The Property Group Report[2] identified that the depth standard mitigates scale and dominance effects, and seeks *"to achieve the attributes of outlook, privacy and sunlight access".* Again, these outcomes rely on the depth standard working in conjunction with the building separation standard. This report identifies the benefits of sunlight, daylight and privacy on the health and wellbeing of residents, while also noting that the standards will reduce residential yield[3]. The report questions whether the benefits gained in terms of sunlight/daylight and privacy justify the loss of yield or will provide for a site to be developed to its full potential [4].

Following consideration of options for mitigating the effects of both CMUZ and HRZ multi-unit and retirement village development, it was determined that *'building depth'* and *'building separation'* standards would be more effective than the 2000 District Plan site coverage standards in achieving the level of development required under the NPS-UD whilst enabling design flexibility and positive amenity outcomes.

The assessment criteria within the standards reflect the purpose stated above. In the CMUZ these require consideration of whether the design mitigates the effect of any long featureless building façade; and in both the CMUZ and HRZ there is a requirement to consider bulk, dominance, privacy and shading effects.

Proposed District Plan Hearings

Submissions on the HRZ were addressed in Hearing stream 2, and the CMUZ chapters were addressed in Hearing stream 4. In considering and responding to submissions the reporting officers took into account evidence provided by the Council's urban design expert, Dr Farzad Zamani.

[1] Planning for Residential Amenity, p25
[2] Wellington City Proposed District Plan – Proposed Amenity and Design Provisions – Cost Benefit Analysis, p15
[3] Wellington City Proposed District Plan – Proposed Amenity and Design Provisions – Cost Benefit Analysis, p21-22.
[4] Ibid, p32-33.

The Council's reporting officer for the HRZ[5] recommended the retention of HRZ-S15 on the basis that:

"In the HRZ maximum building length and building separation standards have been used as more effective and flexible alternative standards to site coverage, to manage scale and dominance of buildings both on adjoining sites and for on-site amenity. Maximum building depth will encourage the buildings to be placed at the front of the site and prevent long buildings into the site, facing adjoining properties".

The reporting officer for the CCZ, addressed the standards in the Section 42A Report and subsequent Supplementary Statement of Planning Evidence and Right of Reply.

In the Section 42A Report for the CCZ[6] the reporting officer stated:

"I consider that the proposed building depth standard contributes to privacy and averting overdominance by preventing buildings overlooking each other and enables improved sunlight access into the centre of sites. This standard intends to break up the bulk of buildings so that there is not one continuous building mass running the full length of a site. The benefit it provides is that provides for privacy, and reduces shadowing and building dominance.

Maximum building length and buildings separation standards have been proposed as more effective and flexible alternative standards to the ODP site coverage and massing control approach, and manage the scale and dominance of buildings both on adjoining sites and for onsite amenity. In my view, maximum building depth will encourage buildings to be placed at the front of sites and prevent long buildings into the site and facing adjoining properties".

This assessment was adopted and reiterated by the reporting officer in the Section 42A Reports for the MCZ, LCZ and NCZ.

In his Statement of Evidence[7] Dr Zamani advised that:

"The combination of having a minimum separation between the buildings and a maximum building depth is more effective tool to ensure both public and private amenities and achieving better outcome than site coverage. Maximum building depth will encourage the buildings to be placed at the front of the site and prevent long buildings into the site, facing the neighbours. This will ensure most living spaces are either facing the street or the communal courtyards. It also prevents having blank walls along the street edge. This provides the street with passive surveillance and a more refined urban grain".

Dr Zamani then advised in his Supplementary Statement of Evidence [8] that:

"…it is important to clarify that this standard pertains to building depth rather than length. Its maximum limit of 25m is intended to accommodate a double-loaded corridor residential typology. The purpose of this standard is to prevent the development of long buildings (referred to as "sausage buildings") along the side boundaries facing neighbouring sites. Such elongated buildings can have a significant negative impact on the privacy of future residents and neighbouring sites. Therefore, it is more appropriate to have a stricter control in place rather than relying solely on design guidelines".

[5] Section 42A Report: HRZ, para 652
[6] Section 42A Report: CCZ, para 696-697.
[7] Farzad Zamani Statement of Evidence, para 36
[8] Farzad Zamani Supplementary Statement of Evidence, para 16.

The depth standard, and its interaction with the other standards, was discussed at length during Hearing Stream 4. Dr Zamani provided additional diagrams to assist with its interpretation[9].

In her Right of Reply[10] the reporting officer for the CCZ highlighted that the building depth, separation and outlook standards only apply to buildings with residential use, and advised that:

> *"Building depth and separation standards are intended to encourage better outcomes and a well-functioning urban environment by providing a level of on-site and off-site amenity, in terms of privacy, outlook, access to sunlight and daylight, as far as practicable within these sites.*
>
> *I consider that the CMUZ internal site setback, maximum depth and outlooks [sic] standards work effectively together to strike a balance between enabling development and efficient optimisation of sites whilst ensuring quality design outcomes through the pre-mentioned amenity benefits. However, these standards are unlikely on their own to prevent a small number of units being built within close proximity to a neighbouring wall. To address this Dr Zamani advised in developing the PDP that provision is included for a minimum outlook space associated with the principal living space of 4m by 4m. This, in combination with allied building depth and separation standards, ensures a quality living environment for the occupants of the new developments and the neighbouring sites including:*
>
> - *daylight access;*
> - *mental wellbeing benefits;*
> - *provision of green space; and*
> - *greater privacy".*

To make the standard clearer, amendments to both the wording of the standard and the accompanying images were recommended through the Council's Right of Reply. The changes included clarification that the standard applies to *'any new building, part of a new building, or additions to an existing building',* but was not to apply to a rear site; and that the standard applies to any façade facing a neighbouring site.

With respect to the exemption for rear sites, the reporting officer considered that as these sites *"have no street frontage, and all the boundaries are facing the neighbouring sites, application of the depth standard will significantly limit the development, as length of the buildings will be limited to 25m from all aspects".*

Implementation of the Standard

Review of the suite of Section 42A Reports and expert evidence has identified that it is not entirely clear that the purpose of the standard is reflected in the wording. For example, while Dr Zamani states that the standard applies to *'depth'* but not *'length'*, the matters of discretion at HRZ-R12 and wording in the CMUZ standards both refer to *'length*'.

Dr Zamani's advice that the intent of the standard is to prevent development of long buildings adjoining side boundaries does not acknowledge that the same effects would occur along rear boundaries. Likewise, the exemption for rear sites does not address the adverse shading, privacy, bulk and dominance effects that large buildings would generate on adjoining sites – particularly at the interfaces between a CMUZ and residential zone. Dr Zamani's evidence also states that the standard is intended to prevent blank walls at the street edge, and will assist with passive surveillance of the street, when the standard does not apply to boundaries adjoining the street.

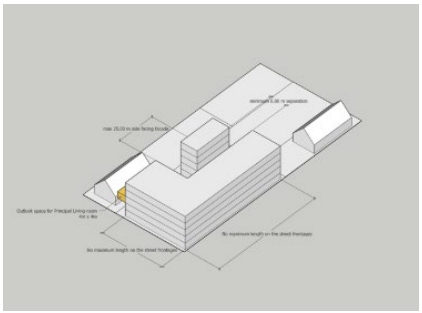
[9] Appendix 1 to Right of Reply response.
[10] Right of Reply: CCZ, para 49-50.

These concerns are reflected in queries received from the Council's Resource Consents and Urban Design Teams, who have advised that the CMUZ *'Maximum building depth for residential activities'* and HRZ *'Maximum building depth for multi-unit housing or a retirement village'* standards are proving difficult to implement because:

a. It is not always clear how *'building depth'* is intended to be measured; and
b. It is not clear that the standards are suitable to achieve the outcomes sought with respect to mitigation of amenity effects on adjoining sites.

The table below details the specific queries that have been raised, provides an initial response to these matters and identifies where further consideration of any matter is required.

Query	Initial response	Further consideration
How is *'building depth'* measured against the street?	The wording of the CMUZ standards states that these apply when an external side façade is 'facing a neighbouring site' and the urban design advice indicates that the intent was that these standards would not apply along a street frontage. However, neither the CMUZ nor the HRZ standard is explicit in this respect. Amended wording and diagrams in both the CMUZ and HRZ chapters will assist to clarify.	Yes
How is *'building depth'* measured on corner sites?	The *'corner sites'* diagram in the CMUZ standards shows that the standard applies to the building façade extending from both street frontages. Amended wording and diagrams in both the CMUZ and HRZ chapters will assist to clarify that the standard only applies to a boundary facing a road.	Yes
How is the *'building depth'* standard applied to rear sites? And: Given the effects the standard seeks to mitigate, why does this not apply to rear sites?	Within the CMUZ the standards include an exemption for rear sites. Reviewing the planning and urban design evidence, the rationale that this exemption will significantly limit development potential does not align with the intent of the standard with respect to mitigating adverse amenity effects (bulk, dominance, privacy and shading) experienced at adjoining sites. Further consideration as to how the standard applies and whether the CMUZ exemption should be retained is required. Additionally, as the CMUZ hearing followed the Residential Zones hearing, this exemption does not apply to HRZ-S15 and there is now an inconsistency in the Plan. As the outcomes sought are consistent, the standards should be applied consistently in both the CMUZ and the HRZ.	Yes
How is the *'building depth'* standard applied to irregularly shaped sites?	As detailed above, it is intended that the depth standard applies to any side boundary adjoining another site boundary. Amended wording and diagrams in both the CMUZ and HRZ chapters will assist to clarify.	Yes

How is the *'continuous length of any external side façade'* requirement applied where the building elevation is modulated or stepped, ie would this still be a *'continuous length'* given the standard refers to *'part of the building'?*	The Sunset West apartment building on the intersection of Victoria Street and Karo Drive is an example of a stepped building design (albeit not subject to the standard as it fronts a street):  The standard is intended to apply to the entire length of the elevation/façade. That is, the length of the elevation is *'continuous'* where there is no separation between buildings. Amended wording and diagrams in both the CMUZ and HRZ chapters will assist to clarify.	Yes
How is *the 'building depth'* standard applied when the side elevation fronting the neighbouring site is sheltered by another building (as shown in the 2024 District Plan corner site diagram)?	The *'corner sites'* diagram in the CMUZ chapters appears to show this outcome, but is difficult to interpret.  In addition, this diagram implies that only part of the building is subject to the depth measurement rather than the whole elevation. Further consideration of whether this outcome is intended, and appropriate, is required.	Yes
Should there be consistency between the between CMUZ (25 m) and HRZ (20 m) standards?	It is appropriate that the CMUZ provide for greater intensification (ie larger buildings) than the HRZ, noting that one purpose of the standard is to maintain amenity at adjoining sites.	No

Should there be consistency between the diagrams in the HRZ and CMUZ standards?	New diagrams introduced at Hearing Stream 4 have not been replicated in the HRZ chapter. It is recommended that any changes to the wording or diagrams within the HRZ or CMUZ standards are applied consistently.	Yes
Given the effects the standard seeks to mitigate, should the standard apply to *'length'* and not *'depth'*?	Dr Zamani's evidence clearly states that the standard is intended to apply to *'depth'* and not *'length'*. This infers it is intended to measure the depth of a building into a site from the road boundary, rather than the length (width) of the rear building façade. This does not match the wording used in the Plan provisions and is considered problematic, as it does not provide for mitigation of effects on rear site boundaries, or of buildings located on rear sites. In addition to amended wording and diagrams in the standards, and subject to confirmation that the measurement should apply along all internal boundaries, it is appropriate to consider whether the word *'length'* should be used instead of *'depth'*.	Yes
Are the assessment criteria within the standard fit for purpose?	Background analysis of the standard indicates this is a method of protecting sunlight/daylight access; however, the CCZ assessment criteria make no references to shading effects. Reviewing the assessment criteria for consistency across the CMUZ is required.	Yes

Issue

That the wording and diagrams within the CMUZ '*Maximum building depth for residential activities*' standards and HRZ *'Maximum building depth for multi-unit housing or a retirement village'* are unclear and potentially ineffective in achieving the intent policy framework within these zones with respect to the management of bulk, dominance, privacy and shading effects on other sites.

Consideration of Options

Relevant Options

Noting the commentary in the table above, the following options have been considered:

- **Option 1:** Retain the status quo, with no amendments to CCZ-S12, MCZ-S11, LCZ-S10 and NCZ-S10 or HRZ-S15.
- **Option 2:** Replace the word *'depth'* with *'length'* in the standards and apply the standards to all boundaries that adjoin another site (ie except for a road boundary).
- **Option 3:** Amend the standards to remove the exemption for rear sites.
- **Option 4:** Provide further images and descriptions under the standards to clarify how *'the continuous length of any external side façade'* is measured.
- **Option 5:** Amend the CCZ assessment criteria to provide for consideration of sunlight access.

Cost/Benefit Assessment

The assessment is limited to the effects of the changes and is additional to information in the Section 32 Assessment reports prepared for the CMUZ chapters.

Option 1: Retain the status quo

The costs and benefits of retaining the status quo (ie making no changes to the CMUZ or HRZ provisions) are described below.

Costs	Benefits
Environmental • Lack of clarity in the standards may result in poor urban design and amenity outcomes. • Not applying the standard to rear sites will result in properties adjoining the rear boundaries of HRZ and CMUZ sites being subject to the bulk and dominance effects of long uninterrupted walls that the standards seek to mitigate with respect to side boundaries. • Likewise, opportunities for sunlight/daylight and privacy benefits along rear boundaries and boundaries adjoining rear sites will be lost. • With no direction in the assessment criteria to consider sunlight/daylight effects, the purpose of the CCZ standard may not be realised with respect to side boundaries. *Economic* • The status quo lacks clarity and therefore potentially imposes additional consenting costs on developers. *Social* • No direct or indirect social costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	*Environmental* • No direct or indirect environmental benefits have been identified. *Economic* • By not applying the standard to rear boundaries, additional development capacity may be available. *Social* • No direct or indirect social benefits have been identified. *Cultural* • No direct or indirect cultural benefits have been identified.

Effectiveness and efficiency of Option 1

Retaining the status quo is not considered to be an effective or efficient method of achieving the strategic direction of the Plan or the policy direction within the respective chapters.

Overall evaluation of Option 1

Given the identified issues with implementation of the standards, the status quo is not considered to be an appropriate option in this case.

Option 2: Replace the word *'depth'* with *'length'* and apply the standard to all boundaries that adjoin another site

As demonstrated in the Background section of this report, while Dr Zamani states that the standards are intended to apply to *'depth'* and not *'length'*, both terms are used in the reporting officers' and urban design evidence. Additionally, the Boffa Miskell and Property Economics Reports that provide the rationale underpinning the adoption of the standards both refer to building *'length'* and not *'depth'*.

Dr Zamani has used the word *'depth'* on the basis that the standard was to apply to the elevation of a building measured into the site from the street boundary. A concern has been raised that this approach does not suitably address the effects of development on sites to the rear of a development site. It raises the issue as to how the standard is applied to irregularly shaped sites, such as triangular sites.

On review, this approach is not considered to align with the purpose of the standard insofar as this seeks to manage adverse amenity effects occurring at adjacent sites. There is no material difference in the effects of a long building elevation adjoining the rear boundary of a site and those experienced at a side boundary. Amending the CMUZ and HRZ standards to apply to *'length'* and apply to all boundaries that adjoin another site will ensure that this enables an assessment of the amenity effects at all potentially affected sites. It is noted that the word *'length'* is in fact used in the operative wording of the CMUZ standards, meaning it is the title and not the content of the standard that will change in these chapters. Likewise, that the standard applies to all sites *'facing a neighbouring site'* in the wording of the CMUZ standards also indicates this should apply to any boundary apart from a road boundary. The applicable HRZ matter of discretion also refers to building *'length'*.

The costs and benefits of this option are set out below.

Costs	**Benefits**
Environmental • Potential for less intensive development on CMUZ and HRZ sites, where development is designed to comply with the standards. *Economic* • Where the standard is not met an assessment of the non-compliance is required, with additional consenting costs (noting that the development will need resource consent in any event). • Where the standard does not currently apply to rear boundaries, this option may reduce residential development capacity and/or require more expensive building design. Note that in the CMUZ the standards do not apply to commercial buildings. *Social* • No direct or indirect social costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	*Environmental* • Amenity benefits of sunlight/daylight and privacy will be available to adjacent properties. • On-site amenity outcomes are also expected to improve. *Economic* • Clarification that the standard applies to all boundaries apart from a road boundary will reduce costs associated with interpretation. • The standard assists to achieve high quality building design, which will provide economic benefits to a developer in the long term. *Social* • Amenity benefits are recognised as contributing to social wellbeing. Therefore improved design will have social benefits both on-site and for adjacent sites. *Cultural* • No direct or indirect cultural benefits have been identified.

Effectiveness and efficiency of Option 2

The change is considered to be an effective or efficient method of achieving the strategic direction of the Plan and policy intent of the CMUZ and HRZ chapters. It will assist in achieving well-functioning urban environments in accordance with the requirements of the NPS-UD.

Overall evaluation of Option 2

Amending the standards and applying these to all boundaries that do not adjoin a road will assist with Plan interpretation. This option will achieve the underlying policy intent of the respective standards, insofar as the change assists to mitigate the building bulk and dominance, privacy and shading effects associated with long building facades where these face another site.

For the reasons discussed above, Option 2 is recommended.

Option 3: Amend the standards to remove the exemption for rear sites

In her Right of Reply [11] the Council's reporting officer advised:

> *"I have recommended that the standard excludes application to rear sites. Considering that rear sites, have no street frontage, and all the boundaries are facing the neighbouring sites, application of the depth standard will significantly limit the development, as length of the buildings will be limited to 25m from all aspects".*

This assessment is not considered to align with the purpose of the standard with respect to managing adverse amenity effects. There is no difference in the amenity effects resulting from a long building adjoining the boundary of a rear site and those experienced at the boundary of a site adjoining the road. Site development potential will be restricted by the size of the site more so than by the applicable HRZ or CMUZ minimum building depth standard, or any one particular standard.

The costs and benefits of removing the exemption are described below.

Costs	Benefits
Environmental • Potential for less intensive development on rear sites in the CMUZ, where development is designed to comply with the standards. *Economic* • Where the standard is not met an assessment of the non-compliance is required, with additional consenting costs (noting that the development will need resource consent in any event). • Applying the standard to rear boundaries may reduce development capacity available to developers and/or require more expensive building design. *Social* • No direct or indirect social costs have been identified.	*Environmental* • Amenity benefits of sunlight/daylight and privacy will be available to adjacent properties. • Poor building design outcomes will be mitigated. • On-site amenity outcomes are also expected to improve. *Economic* • The standard assists to achieve high quality building design, which will provide economic benefits to a developer in the long term. *Social* • Amenity benefits are recognised as contributing to social wellbeing. Therefore improved design will have social benefits both on-site and for adjoining sites.

[11] Right of Reply: CCZ, para 56.

Cultural • No direct or indirect cultural costs have been identified.	*Cultural* • No direct or indirect cultural benefits have been identified.

Effectiveness and efficiency of Option 3

The change is considered to be an effective or efficient method of achieving the strategic direction of the Plan and policy intent of the CMUZ and HRZ chapters. It will assist to achieve well-functioning urban environments in accordance with the requirements of the NPS-UD.

Overall evaluation of Option 3

Deleting the exemption for rear sites is considered to better achieve the underlying policy intent of the respective standards, insofar as this will assist to mitigate the building bulk and dominance, privacy and shading effects associated with long building facades. The change will require more responsive design outcomes on sites that, while potentially not visible from the street, are still highly visible from adjoining sites.

For the reasons discussed above, Option 3 is recommended.

Option 4: Provide further images and descriptions under the standards to clarify how *'the continuous length of any external side façade'* is measured

This option would involve providing additional wording and images within CCZ-S12, MCZ-S11, LCZ-S10, NCZ-S10 and HRZ-S15 to clarify how the *'continuous length of any external side façade'* is to be measured for the purposes of the standard.

At present the standard in the CMUZ chapters contains two images that also appear in the *'Minimum building separation distance for residential activities'*[12] and *'Outlook space'*[13] standards. These images attempt to show how an in-block and corner building achieves compliance with all three standards. No wording details how the continuous length is to be measured. These images were added following Hearing Stream 4 and have not been applied to the HRZ chapter. As such, there is an inconsistency in the Plan with respect to the information provided to assist with interpretation of the standards.

As demonstrated in the table provided in the *'Background'* section of this report, there are number of potential site and building scenarios that are common in Wellington but are not adequately demonstrated in the images within the standards.

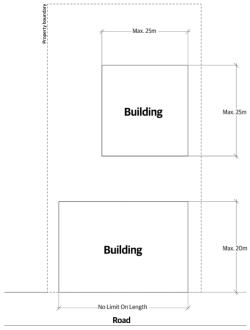
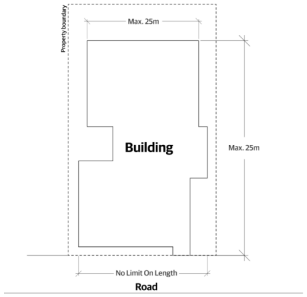
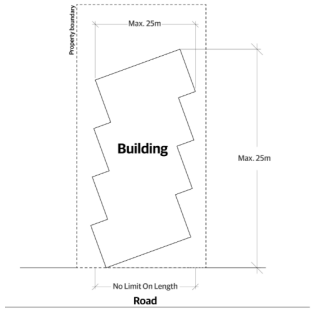
To provide clarity as to how the standard is applied the following changes are recommended:

1. Deletion of the existing diagrams labelled *'In-block site'* and *'Corner site'* at CCZ-S12, MCZ-S11, LCZ-S10 and NCZ-S10, and the diagram at HRZ-S15;
2. Changing the word *'façade'* to *'elevation'* to clarify that the measurement is taken from the elevations of the plan set submitted with an application, with an associated change in the CCZ assessment criteria; and
3. The insertion of new diagrams in both the CMUZ and HRZ chapters, each with explanatory text, as shown below:

[12] CCZ-S11, MCZ-S10, LCZ-S9 and NCZ-S9
[13] CCZ-S13, MCZ-S9, LCZ-S8 and NCZ-S8

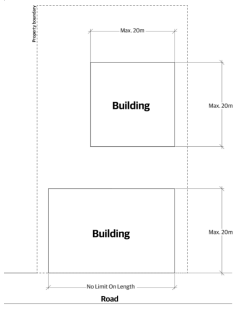
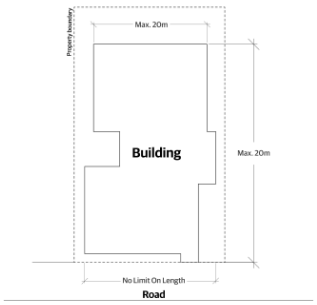
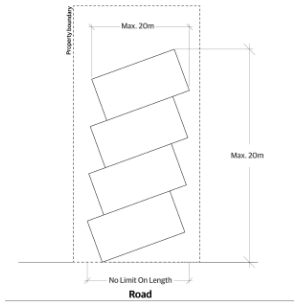
Commercial and Mixed Use Zones

CCZ-S12, MCZ-S11, LCZ-S10 and NCZ-S10: Maximum building depth for residential activities (replace existing images)

		
Any external side elevation that is parallel to, or at an angle of 30° or less, to any boundary except a boundary adjoining a road	**The total unbroken length of any external side elevation, measured corner to corner, including where the external side is modulated**	**The total unbroken length of any external side elevation, measured corner to corner, including where the external side is stepped**

High Density Residential Zone

HRZ-S5: Maximum building depth for multi-unit housing or retirement village (replace existing image)

		
Any external side elevation that is parallel to, or at an angle of 30° or less, to any boundary except a boundary adjoining a road	**The total unbroken length of any external side elevation, measured corner to corner, including where the external side is modulated**	**The total unbroken length of any external side elevation, measured corner to corner, including where the external side is stepped**

The above changes will demonstrate how the continuous length of an external elevation is to be measured in a range of different circumstances. The costs and benefits of these changes are detailed below.

Costs	Benefits
Environmental • None – the amendments will provide clarity but do not change the intent or applicability of the standard. *Economic* • None – the amendments will provide clarity but do not change the intent or applicability of the standard. *Social* • There are no social costs other than those identified in the original Section 32 Report. *Cultural* • There are no social costs other than those identified in the original Section 32 Report.	*Environmental* • None – the amendments will provide clarity but do not change the intent or applicability of the standard. *Economic* • Clarification as to how the standard is applied will reduce costs associated with the preparation and assessment of a resource consent applications. *Social* • There are no social benefits other than those identified in the original Section 32 Report. *Cultural* • There are no cultural benefits other than those identified in the original Section 32 Report.

Effectiveness and efficiency of Option 4

Providing clarification by way of amended diagrams and explanatory text is an effective and efficient way of addressing the concern that it is not clear how building depth should be measured. The change will provide both developers and Council officers (ie resource consent planners and urban design experts) with certainty as to how the CMUZ *'continuous length of any external side façade'* and HRZ *'continuous depth'* is measured when determining whether or not the standards are complied with.

Overall evaluation of Option 4

In conjunction with Option 2 above, Option 4 is recommended as it will assist to clarify how the standards are intended to be applied while retaining the underlying purpose of mitigating the amenity effects resulting from long **elevation** adjacent sites. There are negligible costs associated with this option and it is an effective and efficient way to resolve the issue.

Option 5: Amend assessment criteria at CCZ-S12 to provide for consideration of sunlight access

This option would involve amending the CCZ-S12 assessment criteria to align with those at MCZ-S11, LCZ-S10 and NCZ-S10.

The current assessment criteria are shown below:

CCZ-S12:

1. *The extent to which the design mitigates the effect of a long featureless building façade; and*
2. *Dominance and privacy effects on adjoining sites.*

MCZ-S11, LCZ-S10 and NCZ-S10:

1. *The extent to which design mitigates the effect of a long featureless building elevation; and*
2. *Dominance, privacy and shading effects on adjoining sites.*

There are two inconsistencies that this plan change has the opportunity to address:

i. The first assessment criterion under CCZ-S12 uses the word *'façade'*, whereas the lower-order CMUZ refer to *'elevation'*.
ii. The second assessment criterion under CCZ-S12 makes no reference to shading effects.

Noting the recommendation at Option 4 that the use of 'façade' is replaced with 'elevation', and that 'elevation' is already used in the lower order CMUZ assessment criteria, it is recommended that this change is adopted.

As detailed elsewhere in this report, the purpose of the standard is to mitigate the adverse effects of long featureless building elevations and to manage amenity effects experienced at adjoining sites, including dominance, privacy and shading effects. The assessment criteria in the MCZ, LCZ and NCZ standards provide for consideration of shading effects; however, the CCZ criteria do not. To ensure that the assessment criteria provide for consideration of the matters necessary to achieve the purpose of the standard, an amendment to the second assessment criterion under CCZ-S12 is recommended.

These changes will provide for District Plan consistency within the CMUZ chapters.

The costs and benefits of these changes are detailed below.

Costs	**Benefits**
Environmental • Requiring shading on adjacent sites to be considered may require amendments to building design, and a loss of development potential. *Economic* • There will be additional costs to developers in terms of preparing a resource consent application (ie shading diagrams may be required) and loss of yield. *Social* • There are no social costs other than those identified. *Cultural* • There are no social costs other than those identified.	*Environmental* • While shading is identified as a purpose for including the standard, there is currently no assessment criteria providing for consideration of shading effects. The amendment will ensure that the matters assessed at the resource consent application stage align with the reason that the standard was included in the District Plan – namely provision for suitable amenity adjoining sites. • The environmental result will be well-functioning urban environments where building amenity is afforded a level of protection through compliance with the standard or, where this is not met, consideration of appropriate building design. *Economic* • Aligning the CCZ standard with the equivalent MCZ, LCZ and NCZ standards will provide clarity for developers when implementing the District Plan provisions. This will assist to reduce design and consenting costs associated with development. • There are economic benefits to the City when buildings are well-designed and contribute successfully to well-functioning urban environments.

	Social • The proposed change has the potential to improve amenity both within a development site and at adjoining sites. The social benefits will be quality living and working environments, thereby contributing to physical and social wellbeing. *Cultural* • No direct cultural benefits have been identified.

Effectiveness and efficiency of Option 5

Amending the assessment criteria under CCZ-S12 is an effective and efficient way of resolving this identified issue. The changes will ensure the effects that the standard was intended to regulate are assessed at the time of application for resource consent. The change will also improve consistency between the CMUZ provisions, providing clarity for Plan users.

Overall evaluation of Option 5

Option 5 is recommended as it will assist to clarify how non-compliance with the standard is assessed and assist to mitigate adverse amenity outcomes associated with development in the CCZ. While there are costs associated with the change, these are offset by the outcomes achieved in terms of Plan implementation and consistency.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

Not acting (ie retaining the status quo) will mean that the issues identified with the CMUZ *'Minimum building depth for residential activities'* standard and HRZ *'Maximum building depth for multi-unit housing or a retirement village'* are not resolved. This is not the best outcome in terms of District Plan clarity and implementation.

The proposal amendments achieve a range of benefits, with Options 2 and Option 4 providing clarification, and Options 3 and 5 ensuring the standard achieves its intended purposes.

The risk of acting is negligible with respect to Option 4. Options 2, 3 and 5 may decrease development potential, particularly within the CCZ; however, this risk is offset by the benefits that will be achieved through high-quality building design.

Overall evaluation of the issue

The CMUZ *'Minimum building depth for residential activities'* and HRZ *'Maximum building depth for multi-unit housing or a retirement village'* standards seek to regulate the construction of long featureless building elevations, with the amenity benefits of reducing building bulk and dominance effects on neighbouring sites. The standards also seek to improve privacy and sunlight/daylight access both within a site and to buildings on adjacent properties.

Regardless of any non-compliance with the building standards, most new CMUZ buildings, and additions and alterations to buildings, require resource consent. Likewise, resource consent will be required for any HRZ multi-unit development or retirement village. The proposed changes will provide clarity to developers as to whether or not the applicable standard is met, or whether this is

a non-compliance that needs to be assessed in an application for resource consent. The standard also provides a mechanism for Council staff, working with developers, to ensure high quality design outcomes that contribute positively to the relevant CMUZ and HRZ. However, it is not a definitive measure in the approval (or not) or any resource consent.

To improve the implementation of the both the standard across the CMUZ and HRZ chapters, and for an improved Plan user experience, the changes at Options 2, 3, 4 and 5 are recommended. The identified benefits of the recommended changes are considered to outweigh any associated costs.

Recommendation

For the reasons detailed in this assessment, Options 2, 3, 4 and 5 are recommended.

In summary, the following changes are recommended:

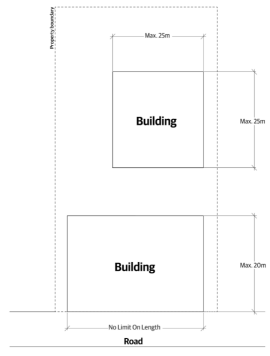
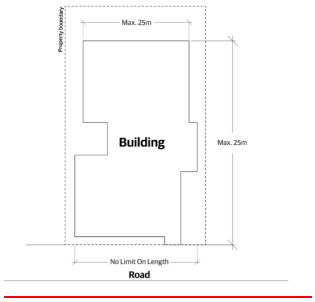
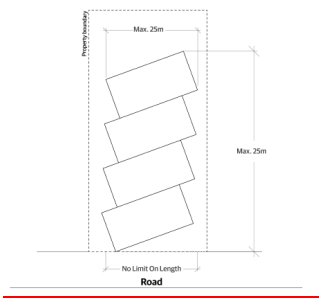
1. That the word *'depth'* is replaced with *'length'* within CCZ-S12, MCZ-S11, LCZ-S10, NCZ-S10 and HRZ-S15, with the standards applied to all boundaries that adjoin another site (ie except for a road boundary); and
2. That CCZ-S12, MCZ-S11, LCZ-S10, NCZ-S10 are amended to delete the exemption for 'rear sites; and
3. That the images in the CMUZ and HRZ standards are replaced with new images and descriptions, including replacement of the word *'façade'* with *'elevation'*; and
4. That the CCZ assessment criteria area amended for consistency with the rest of the MCZ, LCZ and NCZ standards.

Recommended Changes

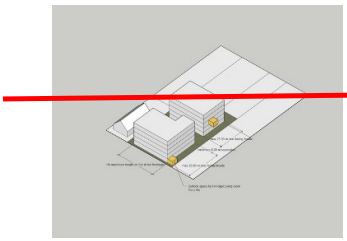
1. **Amend CCZ-S12, MCZ-S11, LCZ-S10, NCZ-S10 as follows:**

Minimum building length depth for residential activities

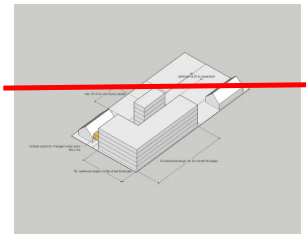
1. Any new building, part of a new building, or additions to an existing building, constructed for residential activities on any site ~~aside from a rear site,~~ must not result in the continuous length of any external side elevation, facing a neighbouring site, being greater than 25m, as shown in the diagrams below.

		
Any external side elevation that is parallel to, or at an angle of 30° or less, to any boundary except a boundary adjoining a road	The total unbroken length of any external side elevation, measured corner to corner, including where the external side is modulated	The total unbroken length of any external side elevation, measured corner to corner, including where the external side is stepped

~~In block site~~



~~Corner site~~



2. Amend Assessment Criteria under CCZ-S12

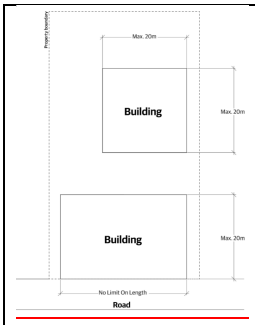
Assessment criteria where the standard is infringed:

1. The extent to which design mitigates the effect of a long featureless building elevation ~~façade~~; and
2. Dominance~~, and~~ privacy and shading effects on adjoining sites.

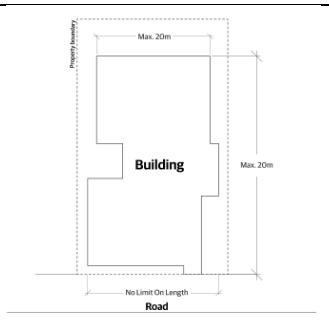
3. Amend HRZ-S15 as follows:

Maximum building length ~~depth~~ for multi-unit housing or a retirement village

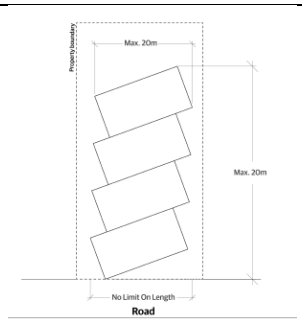
1. No part of any building or structure must exceed 20m in continuous length ~~depth~~, as shown in the diagram below.



Any external side elevation that is parallel to, or at an angle of 30° or less, to any boundary except a boundary adjoining a road

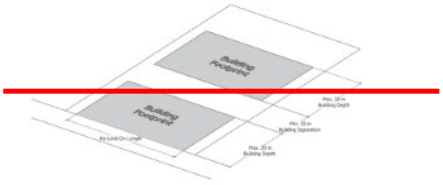


The total unbroken length of any external side elevation, measured corner to corner, including where the external side is modulated



The total unbroken length of any external side elevation, measured corner to corner, including where the external side is stepped

This standard does not apply to fences or standalone walls.



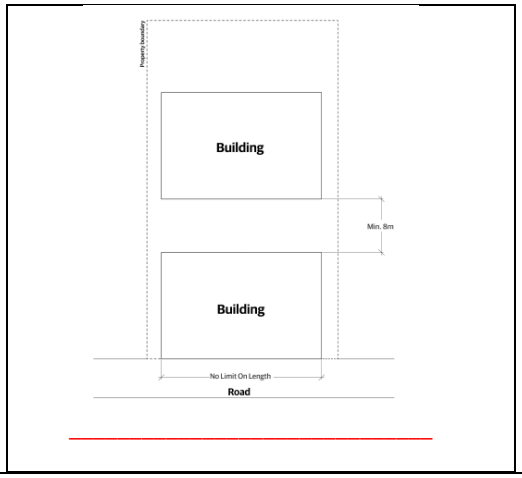
Consequential Amendments

Consequential amendments to other CMUZ standards are necessary as a result of the above changes.

1. **CCZ-S11, MCZ-S10, LCZ-S9 and NCZ-S9: Minimum building separation distance for ~~residential~~ activities (replace existing images)**

It is recommended that the images at CCZ-S11, MCZ-S10, LCZ-S9 and NCZ-S9 are simplified to only demonstrate the outcome sought by the specified standard (ie separation distance).

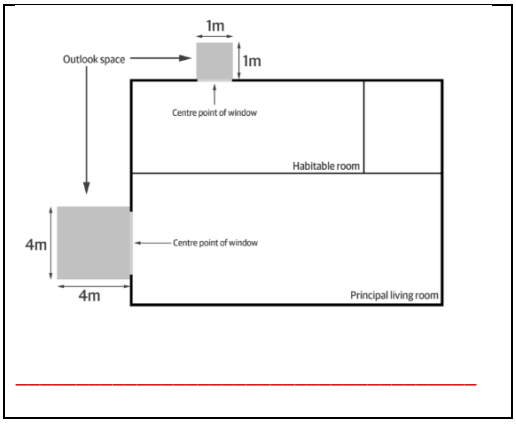
A revised image is provided below:



2. **CCZ-S13, MCZ-S9, LCZ-S8 and NCZ-S8: Outlook space and MUZ-S10: Minimum outlook space for multi-unit housing (replace existing images)**

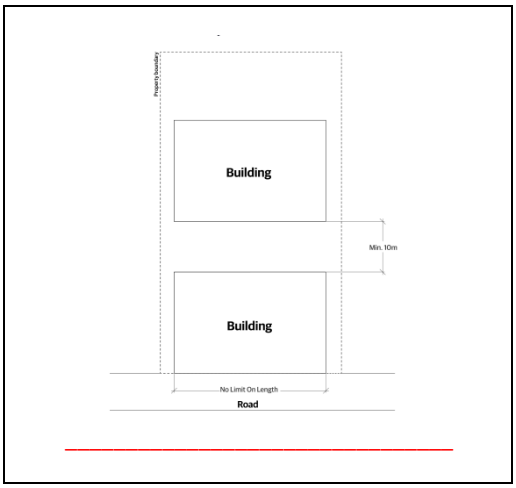
It is recommended that the images at CCZ-S13, MCZ-S9, LCZ-S8 and NCZ-S8 are simplified to only demonstrate the outcome sought by the specified standard (ie outlook space).

A revised image is provided below:



3. **HRZ-S16: Minimum building separation distance for multi-unit housing or a retirement village**

There is currently no diagram at HRZ-S16: Minimum building separation distance for multi-unit housing or a retirement village. For clarity, and consistency (in terms of other standards having diagrams provided) a new image is recommended, as shown below:



Consultation

The recommended amendments, including the consequential amendments, have been discussed with members of the Council's Urban Design and Resource Consents Teams to ensure that these resolve the identified Plan implementation and consistency issues.

The table below details feedback resulting from internal consultation on this issue.

Resource Consents Team	The proposed changes are supported. Use of *'elevation'* is preferred.
Urban Design Team	Considerable concerns have been raised with the existing *'building depth for residential activities'* standard due to a lack of clarity around both how this is to be measured and the outcomes that it seeks to achieve. The proposed changes are supported as they provide clarity. It is envisaged that this will assist in negotiating positive design outcomes. Use of *'elevation'* is preferred.

Consequential amendments

No consequential amendments are required.

Wellington City District Plan – Omnibus Plan Change

MRZ-S13, MRZ-PREC03-S5 and HRZ-S13 – Outlook Space

Scope of Proposed Changes

To amend the provisions relating to outlook space to provide clarity as to when the requirements apply, and achieve alignment with the equivalent Commercial and Mixed Use Zone provisions, by:

- Deleting MRZ-S13, MRZ-PREC03-S5 and HRZ-S13, including references to those standards in relevant rules in the Medium Density Residential Zone (MRZ), Oriental Bay Height Precinct, and the High Density Residential Zone (HRZ).
- Amending MRZ-S7 and HRZ-S7 (Outlook space (per unit)) to include outlook space for multi-unit housing and development in the Oriental Bay Height Precinct in the MRZ and the HRZ chapters, including references to those standards in relevant rules.

Background

MRZ-S13 and HRZ-S13 are standards for outlook space for multi-unit housing. There are also standards for outlook space for three or less residential units (MRZ-S7 and HRZ-S7) and outlook space in the Oriental Bay Height Precinct (MRZ-PREC03-S5).

The difference between MRZ-S7/HRZ-S7 and MRZ-S13/HRZ-S13/MRZ-PREC03-S5 is that for the former, the outlook space for a principal living room must have a minimum dimension of 4 metres in depth and 4 metres in width, compared to multi-units and development in the Oriental Bay Height Precinct which have a less onerous dimension of 1 metre in depth and 1 metre in width for all habitable rooms (which includes the principal living room).

As described in the Section 42A Report[1] for the HRZ, heard during Hearing Stream 2 (Residential Zones), some submitters considered that the outlook space for multi-units is inadequate. At that time, the Council's reporting officer responded that there are a number of relevant standards that, in combination, manage potential adverse effects including shading and privacy of adjoining sites whilst balancing the need to enable the scale of residential intensification enabled in the zone, and that no compelling evidence had been provided from the submitters that supported the need for any specific increase to the outlook space requirements.

This matter was then further addressed in Hearing Stream 4 (Commercial and Mixed Use Zones (CMUZ)). At notification of the Proposed District Plan (PDP), the outlook space requirement in the City Centre Zone (CCZ) was 1 metre in depth and 1 metre in width for all habitable rooms (which again includes the principal living room). However, as described below, this was amended through the hearings process.

The way the amenity standards work together was addressed in the Right of Reply for the CCZ[2]. Although it was recognised that there are a number of standards (including outlook) which work together to strike a balance between enabling development and efficient optimisation of sites whilst ensuring quality design outcomes, it was considered that these standards are unlikely on their own to prevent a small number of units being built within close proximity to a neighbouring wall. To address this the Council's urban design expert, Dr Zamani, advised in developing the PDP that provision is included for a minimum outlook space associated with the principal living space of 4m by 4m. It was noted that this, in combination with allied building depth and separation standards, ensures a quality living environment for the occupants of the new developments and the neighbouring sites including:

[1] Section 42A Report: HRZ, para 566-570.
[2] Right of Reply: CCZ, para 49-61.

- Daylight access
- Mental wellbeing benefits
- Provision of green space
- Greater privacy.

After hearing concerns about outlook space requirements particularly for principal units, and to align with the MDRS outlook requirements, Dr Zamani recommended an amendment to outlook space standard of 4m x 4m for principal living rooms. This change was intended to be reflected across all the applicable CMUZ zones. This change was adopted into the 2024 District Plan.

Issue

As the outlook space standard was amended through the hearings process for the CMUZ, consideration should be made as to whether the multi-unit outlook space standard in the residential zones and the outlook space standard in the Oriental Bay Height Precinct should also be amended to include a 4m by 4m outlook space requirement for a principal living room. The same logic applied above in the CMUZ provisions also applies to these other areas.

Regardless, the standard in the MRZ-S13 is currently unclear as to which dimensions apply. MRZ-S13 notes that all habitable rooms must have an outlook space with a minimum dimension of 1 metre depth and 1 metre in width. It also notes that the outlook space must meet the requirements set out in MRZ-S7. In comparison, the outlook space requirements in the HRZ specify which aspects of HRZ-S7 apply to HRZ-S13. These are the locational and technical requirements, rather than the specific dimensions of outlook space. The concern is that MRZ-S13 currently implies that all MRZ-S7 is to be met. This would include MRZ-S7.3, which requires a minimum dimension of 4m x 4m outlook space.

Assessment of options

Relevant options

For the purposes of the evaluation, the following options have been considered:

- **Option 1:** Retain the status quo; or
- **Option 2:** Delete MRZ-S13, MRZ-PREC03-S5 and HRZ-S13 and apply MRZ-S7 and HRZ-S7 to multi-unit housing (ie delete the exemption for multi-unit housing within MRZ-S7 and HRZ-S7) and to the Oriental Bay Height Precinct; or
- **Option 3:** Retain MRZ-S13 and HRZ-S13 but amend MRZ-S13 to only include the locational and technical requirements of MRZ-S7 to be met as part of MRZ-S13 (consistent with HRZ-S13).

Cost/benefit assessment

The options are assessed in the table below. The assessment is limited to the changes and is additional to information in the Residential Section 32 assessment.[3]

Option 1: Retain the status quo	
Costs	**Benefits**
Environmental • This results in a smaller outlook space requirement for multi-units in residential	*Environmental* • The standard is unclear as this would technically result in a greater outlook space

[3] Section 32 - Part 2 - High Density and Medium Density Residential Zones

zones and the Oriental Bay Height Precinct than residential development in the centre zones. *Economic* • This creates plan uncertainty as the standards do not align. MRZ-S13 (outlook standard for multi-unit housing) notes compliance with MRZ-S7 is a requirement, but MRZ-S7 also notes that the standard does not apply to multi-unit housing. Plan uncertainty can increase resource consenting costs both in the application and processing, with increased time taken if the standards are not clear. *Social* • This results in a smaller outlook space requirement for multi-units in the residential zones and development in the Oriental Bay Height Precinct than residential development in the centre zones. *Cultural* • No direct or indirect cultural costs have been identified.	requirement in the MRZ for multi-unit housing since MRZ-S7 is a requirement for MRZ-S13. *Economic* • No direct or indirect economic benefits have been identified. *Social* • No direct or indirect social benefits have been identified. *Cultural* • No direct or indirect cultural benefits have been identified
Effectiveness and efficiency Retaining the status quo with uncertainty of the application of the outlook space standard for multi-unit housing is not considered to be an effective and efficient way of resolving the issue. *Overall evaluation of Option 1* <u>Option 1 is not recommended</u> as it will not improve District Plan consistency and implementation.	
Option 2: Delete MRZ-S13 and HRZ-S13, and delete the exemptions in MRZ-S7 and HRZ-S7 with respect to multi-unit housing, and delete MRZ-PREC03-S5 in relation to the Oriental Bay Height Precinct	
Costs	**Benefits**
Environmental • No direct or indirect environmental costs have been identified. *Economic* • Development capacity may be reduced with a greater outlook space requirement. However, the desirability of multi-units with only a 1m by 1m outlook space from the principal living room is unknown, therefore	*Environmental* • This would result in a greater outlook space requirement in the MRZ and HRZ for multi-units and development in the Oriental Bay Height Precinct than is currently required. • This option would provide plan consistency both with the MDRS outlook space requirements, and with the outlook space requirements in the centre zones.

the effect of this reduction in capacity is unknown, but may be small. *Social* • No direct or indirect social costs have been identified. *Cultural* • No direct or indirect cultural costs have been identified.	*Economic* • No direct or indirect economic benefits have been identified. *Social* • Greater outlook space requirements may have social benefits in terms of increased outlook and privacy. *Cultural* • No direct or indirect cultural benefits have been identified.
Effectiveness and efficiency Removing the outlook space requirements specific to multi-unit housing in MRZ and HRZ and also development in the Oriental Bay Height Precinct is considered to be an effective and efficient way of resolving the issue as it aligns with the MDRS outlook space requirements and the CMUZ standards. *Overall evaluation of Option 2* <u>Option 2 is recommended</u> as it will improve Plan consistency and implementation.	
Option 3: Retain MRZ-S13, MRZ-PREC03-S5 and HRZ-S13, but amend MRZ-S13 to only include the locational and technical requirements of MRZ-S7 to be met as part of MRZ-S13 (consistent with HRZ-S13)	
Costs *Environmental* • This results in a smaller outlook space requirement for development in the HRZ and MRZ than residential development in the CMUZ. It would be expected that a greater level of development would be allowed for in CMUZ, therefore it is considered that HRZ and MRZ standards should not be more enabling in terms of development capacity than the CMUZ. *Economic* • No direct or indirect economic costs have been identified. *Social* • Smaller outlook space requirements may have social costs in terms of reduced outlook and privacy. *Cultural* • No direct or indirect cultural costs have been identified.	**Benefits** *Environmental* • No direct or indirect environmental benefits have been identified. *Economic* • This option would improve Plan usability by clarifying how standard MRZ-S13 should be applied and aligns it with HRZ-S13. *Social* • No direct or indirect social benefits have been identified. *Cultural* • No direct or indirect cultural benefits have been identified.

Effectiveness and efficiency

Amending MRZ-S13 to only include the locational and technical requirements of MRZ-S7 to be met is not considered to be an effective and efficient way of resolving the issue as it does not align the outlook space requirement with the CMUZ or the MDRS requirements.

Overall evaluation of Option 3

This is not considered to be an appropriate option in this case and is not recommended.

Overall evaluation of the issue

As demonstrated in this assessment, there is misalignment between the CMUZ and residential zones in relation to outlook space requirements.

This can be resolved through the adoption of Option 2 as detailed above. The recommended changes will also provide clarity to the current implementation issue relating to MRZ-S13.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

The recommended amendments will improve implementation of the District Plan with limited associated environmental, economic, social or cultural costs. Therefore, the risk of acting is low.

Not acting will mean the issue is not resolved, risking ineffective and efficient implementation of the rules and standards relating to *'Outlook space'*.

Consultation

The proposed amendments have been discussed with the Resource Consents Team and the Urban Design Team, who are supportive of the change.

Recommended changes

Medium Density Residential Zone chapter

1. **Delete MRZ-S13 in its entirety.**
2. **Delete MRZ-PREC03-S5 in its entirety.**
3. **Amend MRZ-S7 as follows:**

MRZ-S7	**Outlook space (per unit)**	
1. An outlook space must be provided for each residential unit as specified in this standard; … 9. Outlook spaces must: a. Be clear and unobstructed by buildings; and	Assessment criteria where the standard is infringed: The extent to which: 1. Acceptable levels of natural light are provided to habitable rooms; and 2. The design of the proposed unit provides a healthy living environment.	

b. Not extend over an outlook space or outdoor living space required by another dwelling. This standard applies to: a. Multi-unit housing b. Residential development in the Oriental Bay Height Precinct This standard does not apply to: ~~a. Multi-unit housing; and~~ a. Retirement villages.	

High Density Residential Zone chapter

1. Amend HRZ-S7 as follows:

HRZ-S7	**Outlook space (per unit)**	
1. An outlook space must be provided for each residential unit as specified in this standard; …. 9. Outlook spaces must: a. Be clear and unobstructed by buildings; and b. Not extend over an outlook space or outdoor living space required by another dwelling. This standard applies to: a. Multi-unit housing This standard does not apply to: ~~a. Multi-unit housing; and~~ a. Retirement villages.	Assessment criteria where the standard is infringed: The extent to which: 1. Acceptable levels of natural light are provided to habitable rooms; and 2. The design of the proposed unit provides a healthy living environment.	

2. **Delete HRZ-S13 in its entirety.**

Consequential amendments

As MRZ-S13, MRZ-PREC03-S5 and HRZ-S13 are being deleted, all references to these outlook space standards will need removed and where appropriate replaced with MRZ-S7 and HRZ-S7. This change applies to HRZ-R12, MRZ-R12, MRZ-PREC01-R5 and MRZ-PREC02-R3. Note that it is also recommended through this plan change that HRZ-R15 and MRZ-R15 are amended to only apply to non-residential buildings. Therefore, the outlook space requirement has been deleted from these rules.

These changes are shown in the tracked changes HRZ and MRZ chapters prepared for this plan change.

Wellington City District Plan – Omnibus Plan Change **HRZ-S14 – Minimum privacy separation to a boundary for multi-unit housing or a retirement village**
Scope of Proposed Change To amend HRZ-S14 to clarify that it only applies to existing boundaries, and not boundaries within the development. Also clarify that the standard only applies to an outdoor living space and habitable room window located above ground floor level.
Background The High Density Residential Zone (HRZ) contains standard HRZ-S14 (Minimum privacy separation to a boundary for multi-unit housing or a retirement village) that seeks to mitigate privacy effects experienced at sites adjacent to multi-unit housing or a retirement village by requiring a minimum separation from any outdoor living space or habitable room window, above ground floor level. The intent of the standard is to manage privacy effects on adjoining sites where high-rise housing may be located next to dwellings of one or two storeys. To comply with the standard, any outdoor living space or habitable room window above ground floor level must be at least 2m from any boundary except a road or railway boundary. A concern has been raised by an external developer about the applicability of HRZ-S14. At present, the minimum privacy separation applies to *'any boundary'*, implying that it also applies to boundaries internal to a site, including unit title boundaries. Depending on the timing of a development, it could also be applied to new freehold boundaries within a subdivision of land. It also applies to windows near a boundary that are facing the same direction as the neighbouring dwelling (ie, not overlooking their neighbouring site). In the developer's opinion, these requirements are unduly onerous and are unnecessary. Additionally, the wording of the standard is ambiguous as to whether it applies to outdoor living space at ground floor level, or above ground floor level. The diagrams demonstrate that it is the outdoor living above ground level where a 2m separation is required. This should also be clear in the wording of HRZ-S14. This standard was addressed in the Section 42A Report for the HRZ.
Issue That HRZ-S14 is unclear and the current wording has unintended consequences with respect to requiring setbacks from new internal boundaries created through a development.
Assessment of Options *Relevant options* For the purposes of the evaluation, the following options have been considered: • Option 1: Retain the status quo • Option 2: Amend HRZ-S14 to only apply to the external boundaries of an existing allotment at the time that a resource consent application is lodged.

- Option 3: Amend HRZ-S14 to only apply to the external boundaries of an existing allotment at the time that a resource consent application is lodged. Also amend HRZ-S14 to create an exemption for windows that are facing the same direction.
- Option 4: Clarify that the standard applies to outdoor living space and habitable room windows, both above ground floor level.

Cost/benefit assessment

Option 1 - Status Quo

Operative HRZ-S14 applies to *'any boundary'*. As this does not specify which boundary, it will apply to both existing and new boundaries created by a development. Regarding the windows, the standard will apply even when the windows are facing the same direction (ie, not creating any privacy concerns).

There are no discernible economic or environmental benefits associated with this option.

Economic and environmental costs associated include additional resource consent requirements. Where there is non-compliance, there will be an economic cost due to additional consenting requirements. Another outcome that would involve additional costs would be if a developer elected to undertake a two-stage consenting process (ie land use followed by a later fee simple or unit title subdivision) to avoid complying with the standard. There are also potentially environmental costs if developers choose to comply with this standard, therefore potentially creating less optimal designs for multi-units or retirement villages.

A social benefit of this option is greater privacy separation within developments when this standard is complied with. However, this matter is regulated by other HRZ standards (including HRZ-S12: Outdoor living space for multi-unit housing, HRZ-S13: Outlook space for multi-unit housing and HRZ-S16: Minimum building separation distance for multi-unit housing or a retirement village), all of which create separation between units. Therefore, the social benefits of applying HRZ-S14 internal to a site are inconsequential.

There are no discernible cultural costs or benefits associated with this option.

It is noted that any multi-unit development or retirement village in the HRZ will require resource consent and will go through the assessment process. It is not unusual for these developments have a number of non-compliances with the building standards. Hence in real terms the economic costs of retaining the status quo are likely to be inconsequential in the context of a development as a whole. Nevertheless, the standard was never intended to be applied to internal boundaries created during development and the status quo is not the preferred option.

Option 2 - Amend HRZ-S14 to only apply to the external boundaries of an existing allotment at the time that a resource consent application is lodged.

This option would amend the standard so that the 2m separation distance need not be applied to boundaries created as part of a development – for example, where an application for a multi-unit housing was lodged concurrently with an application for fee simple or unit title subdivision of the multi-unit. This is a common consenting scenario.

This option has environmental benefits of the efficient use of land through developments being able to be designed in such a way to have outdoor living space or a habitable window above ground level within 2m of a new boundary within the underlying site of a multi-unit development or retirement

village, while retaining the intended outcome of mitigating privacy effects at external sites. This could also lead to economic benefits with reducing information requirements for resource consenting. There are no discernible environmental or economic costs.

Social costs and benefits of this option are considered to be inconsequential. While one potential would be less privacy between units of the same development, as noted above this is regulated through other HRZ standards. In any event, the occupants of the multi-unit housing or retirement village would be aware of the design due to it being within the same development.

There are no discernible cultural costs or benefits associated with this option and it is recommended.

Option 3 - Amend HRZ-S14 to only apply to the external boundaries of an existing allotment at the time that a resource consent application is lodged. Also amend HRZ-S14 to create an exemption for windows that are facing the same direction.

This option is the same as option 2, however also has an exemption for windows that are facing the same direction as the neighbouring dwelling (see example image below). Therefore, the same costs and benefits as Option 2 are relevant in addition to the following matters.

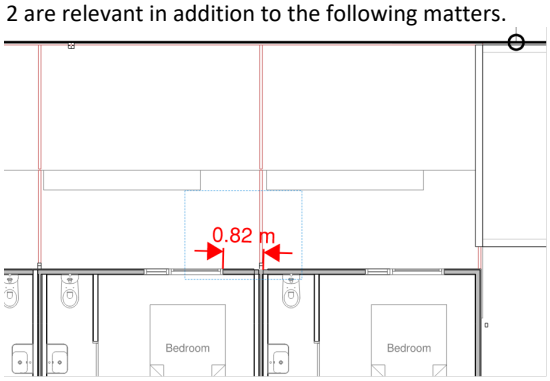


Image showing window facing same direction as neighbouring dwelling, within 2m of boundary

Amending the standard as per Option 2, to only apply to external site boundaries of the existing land parcel, would mean that habitable windows above ground floor within the same development, which are 2m from the boundary (facing the same direction or not), would be permitted. Again, as the occupants would be aware of the design due to it being within the same development. Option 3 would further allow for habitable windows facing the same direction (for example, both facing north), within 2m of an external boundary to be permitted. This is unnecessary as where this infringement occurs, it is considered appropriate to be assessed through the resource consent application process. If there are no effects, due to the windows facing the same direction and not creating any privacy concerns, there would be no impediment to obtaining resource consent. Therefore, this option is not recommended.

Option 4 - Clarify that the standard applies to outdoor living space and habitable room windows, both above ground floor level.

As discussed in the background above, the wording of the standard could be amended to clarify that it applies when the outdoor living space or habitable room window is above ground floor level. As currently operative, it could be interpreted that it applies to any outdoor living space (whether above ground floor level or not) and any habitable room window above ground floor level.

This option does not change the intent of the standard, it merely clarifies the interpretation. This clarification will not have any environmental, economic, social or cultural costs. In terms of benefits, it could have economic benefits in efficiency using the Plan and reducing unnecessary interpretation discussions. Therefore, this option is recommended.

Effectiveness and efficiency

While HRZ-S14 is generally considered to be effective, the amendment to clarify that it only applies to external site boundaries, and that it is all above ground floor level would improve implementation of the Plan and resolve the issue. Hence Options 2 and 4 are recommended. The amendments are considered to be the most effective way of ensuring that the standard is applying as it was intended.

Risk of acting/not acting

There are not significant risks associated with any options identified above.

Consultation

The proposed amendments have been discussed with the Resource Consents Team, who are supportive of the change.

Recommended Option

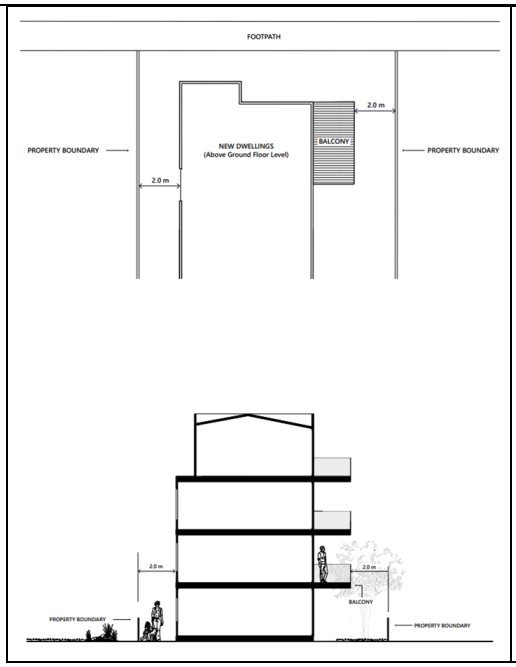
Following the assessment above, Options 2 and 4 are the preferred options, as these tailor the standard to manage the appropriate areas of privacy.

Recommended Changes

ISPP

Operative

HRZ-S14	**Minimum privacy separation to a boundary for multi-unit housing or a retirement village**
1. Above ground floor level, a~~A~~ny outdoor living space or habitable room window ~~above ground floor level~~ must be at least 2m from any external boundary of an existing allotment at the time a resource consent application is lodged, except a road or a railway boundary, as shown in the diagram below.	Assessment criteria where the standard is infringed: 1. Privacy effects on adjoining sites.



Consequential Amendments

No consequential amendments are required.

Wellington City District Plan – Omnibus Plan Change Inserting a new section on the Lower Kelburn Character Precinct in the Residential Design Guide
Scope of Proposed Change To insert a new section describing the Lower Kelburn Character Precinct in the *'Character Precinct Appendix to the Residential Design Guide'.*
Background The *'Character Precincts Appendix to the Residential Design Guide'* contains descriptions of the streetscape and site level attributes for each of the character precincts. A character precinct was identified in the Lower Kelburn area in the notified Proposed District Plan but was grouped with and known as a larger Thorndon Character Precinct. The Independent Hearings Panel (IHP) recommended broadening the extent of character precincts in the surrounding area as well as separating the Lower Kelburn Character Precinct from the broader Thorndon area[1]. The Councillor Proposed Amendments[2] sought to reduce the extent of the Lower Kelburn Character Precinct from what the IHP had recommended. This smaller Lower Kelburn Character Precinct was accepted by the Minister for RM Reform[3]. As a result, a Lower Kelburn Character Precinct is identified as Character Precinct within the 2024 District Plan.
Issue The issue is that unlike all other Character Precincts there is no specific description contained in the Character Precinct Appendix. In addition, the ePlan Maps display the title of this Character Precinct as 'Kelburn Character Precinct'. This is not consistent with the text in the 2024 District Plan where the title is 'Lower Kelburn Character Precinct'.
Assessment of Options *Relevant Options* For the purposes of this evaluation, the following options have been considered: • **Option 1:** Status Quo – retain the existing Character Precinct Appendix without a description of the Lower Kelburn Character Precinct. • **Option 2:** Insert a new section describing the Lower Kelburn Character Precinct in the Character Precinct Appendix to the Residential Design Guide. Also amend the title in the ePlan Maps to display the title of the Precinct to 'Lower Kelburn Character Precinct'. *Cost/Benefit Assessment*

[1] Kelburn IHP Recommended Character Precincts & Notified Proposed District Plan Zones
[2] Letter to the Minister for the Environment - Alternative WCC PDP ISPP recommendations - Final
[3] Decisions on Wellington City Council's District Plan | Beehive.govt.nz

No social, economic or cultural costs or benefits have been identified for either option.

Option 2 has an environmental benefit of describing the attributes of the Lower Kelburn Character Precinct and aligning the title of the Precinct between the 2024 District Plan and the ePlan Maps. This creates consistency between Character Precincts and the environmental descriptions in the District Plan.

Better recognition of the Lower Kelburn Character Precinct within the Appendix will guide development outcomes and assessment of resource consent applications, and is expected lead to better design outcomes with respect to future development.

Recommendation

Option 1 is not recommended as it means there is no description of the physical attributes of the precinct and it is inconsistent with the other areas in this regard. Option 2 is recommended as it provides useful context and describes the attributes of the precinct. All other precincts have this level of context.

Effectiveness and efficiency

The amendment to include a section on the Lower Kelburn Character Precinct will provide a detailed description of the attributes of the area and provide consistency with other Character Precincts.

Risk of acting/not acting

There are no significant risks associated with any options identified above.

Consultation

The new section on the Lower Kelburn Character Precinct was drafted by Council's Urban Design Team.

The Urban Design Team is supportive of the changes.

Recommended Option

Following the assessment above, Option 2 is the preferred option.

Recommended Changes

Include the new description of the Lower Kelburn Character Precinct below into the end of the *'Character Precinct Appendix to the Residential Design Guide'*. The text is provided below.

Also amend the title of the Precinct to 'Lower Kelburn Character Precinct' in the ePlan Maps.

Lower Kelburn

Lower Kelburn is a small precinct of around 30 buildings, where houses are close to the northern end of the central city. The precinct was physically separated from the city in the 1970s by construction of the Wellington urban motorway on its eastern side, with links are comprising a series of overbridges for pedestrians and cars. To the north is public open space comprising Anderson Park and the Bolton Street Cemetery, an area with considerable heritage value.

Unlike many other areas of the inner city that have a substantial amount of small scaled early housing, Lower Kelburn is characterised by large houses on large sites. Elevation and orientation mean the area enjoys a relatively open and sunny setting, with outlooks eastwards towards the city and between tall city buildings to harbour. The precinct also sits under the watchful gaze of the Seddon Memorial. Much of the housing dates from the 1920s and is relatively consistent in style and character, giving the area strong visual cohesion.

The relatively small size and spacious layout of this part of Kelburn along with large private houses and gardens of a relatively consistent style give it a mature, relaxed and distinguished feel. Its visibility from both the motorway and central city means it is an integral part of the visual image of the central city, as well as being a transitional area between the rest of Kelburn and the city.

Although there is not a clear neighbourhood centre, Lower Kelburn's location on the edge of the central city enables convenient, walkable access to a range of services and employment opportunities.

In addition to the general character patterns, attributes that are specific to the Lower Kelburn Character Precinct to be taken into consideration when reviewing development in this area, include:

Streetscape attributes:

- The layout of Lower Kelburn responds primarily to topography. Bolton Street is steeply sloping between The Terrace and Salamanca Road, while side streets Easdale and Kinross Streets are more gently sloping to facilitate access to sites by being oriented along the hillside.
- A predominance of 'open ended' streets and pathways throughout the precinct, particularly for pedestrians.
- Mature trees are a feature of the area, both within private sites and adding a green setting from adjacent public land. Te Ahumairangi Tinakori Hill provides a backdrop in the views along both Kinross and Easdale Streets.
- Arrangement of buildings responds to 'upper' and 'lower' conditions on Easdale and Kinross Streets, with houses on upper sides having front facades and gardens more visible and houses on down sides below the street and oriented towards the views often displaying less open elevations and more roof surface.
- Houses generally have well-established gardens between the house and street, and there are a lot of mature trees on both private sites, public areas and in views.
- There is very little kerbside parking provided and onsite parking spaces or garages are predominant. On 'uphill' sides of the street this is often provided as garages within a high street wall.

Site level attributes:

- The area contains a high proportion of pre-1930 buildings, many of which have a high degree of architectural originality on the exterior.
- Dwellings are often aligned to site edges, with diversity of setbacks.
- Most of the houses are large two-storey detached dwellings on substantial lots, and many are oriented eastwards to enjoy city and harbour views.
- On sites that are elevated above the street, garages at the street edge below houses occur frequently.
- There is some variation in architectural style, but most dwellings in the precinct were constructed from 1920-1930, many in the English domestic revival architectural style.
- Bay windows are common. Decorative architectural detailing is also seen on most front elevations.
- The majority of houses are one to two storeys. On the uphill sides of streets where houses are elevated, this makes the houses appear particularly large.
- Exterior walls are typically painted weatherboard, and windows (either casement or sash style) have wooden frames.
- Red brick features prominently within the area and has been used for houses, walls and decorative detailing.
- Roof forms are complex, with some houses having dormer windows within roof forms. About half the roofs within the precinct are clad in terracotta tiles, which gives the precinct a distinctive and relatively unified appearance, particularly when viewed from the central city.

Wellington City District Plan – Plan Change 1

Frank Kitts Park – South-west Specific Controls

Scope of Proposed Change

To amend the District Plan provisions for Frank Kitts Park to enable redevelopment of the Frank Kitts car park building into a new low-rise building and public space. This aims to reflect the Council's decisions and community and mana whenua feedback on the Fale Malae Proposal, or other equivalent development in this location.

Background

On 8 June 2023, the Council agreed to update the Development Plan for Frank Kitts Park and to apply for resource consent to replace an earthquake-prone car parking building on the southwestern corner of Frank Kitts Park with a 708 m^2 Fale building, a paepae and a Malae – open lawn.





The Fale Malae Trust have identified this location as the preferred site for the Fale Malae. The Trust will pay for the building. The development is dependent on the Council demolishing the Frank Kitts carpark building and building the Malae lawn and supporting landscaping around the Fale.

However, the District Plan provisions make it difficult to get a resource consent for this building. The Waterfront Zone's specific controls identify the whole Park as Public Open Space, and most of the Park having sunlight access protection[1]. In this area, the Fale building would be a non-complying activity because all buildings in the Park would then be more than 200 m^2 per ha^2.



The operative specific controls for Waterfront public open space (green dots) and minimum sunlight access (yellow dots) over Frank Kitts Park

Assessing a non-complying resource consent application, the Council would apply Waterfront Zone objectives and policies such as:

- **WFZ-O3 Protection of public open spaces** The Waterfront's public open spaces mapped as specific controls are protected and maintained for temporary activities and recreation activity.
- **WFZ-P7 Protection of public open space** Protect the Waterfront Zone's mapped public open spaces by avoiding new permanent buildings above-ground on public open space except where they improve the space for public use and enjoyment and do not dominate or cumulatively diminish the public open space.

Why does the District Plan have such stringent controls when the Council supports a Fale Malae on Frank Kitts Park?

When the Council notified the Proposed District Plan for submissions in July 2022, the Council had decided (in September 2021) to demolish the existing carparking building. There was no Council policy decision to support any new buildings on the site – a Fale or otherwise – but the Council did endorse in principle to continue investigating building a Fale Malae on that site. An existing public open space

[1] Measured as the sunlight reaching the mapped area on Frank Kitts Park between 10 am and 4 pm at the spring equinox.
[2] Under District Plan 2024 operative rule WFZ-R15.

would remain after the car park building is demolished. Also, the Wellington Waterfront Framework generally identifies Frank Kitts Park as a large green park, albeit with support for developments that are "centre for outdoor activities both on and off the water", and for the Jervois Quay edge to be made safer.[3].

The Fale Malae Trust could have submitted on the Proposed District Plan for changes to support building the Fale Malae. The Trust did not lodge a submission, but did lodge a further submission. Most of the further submission points were ruled out of scope as they introduced new points[4]. Further submissions can only support or oppose existing submission points and there was no clear line between the Trust's further submission points and any original submissions. In contrast, the Civic Trust and Steve Dunn submitted in favour of retaining, extending and protecting the identified public open spaces from new buildings[5].

Frank Kitts Park's current resource consent does not cover replacing the carpark building with a Fale Malae, paepae and lawn

On 25 May 2018 the Environment Court confirmed a resource consent and conditions for the Wellington City Council to revamp the Frank Kitts playground, to build a chinese garden, and to improve the park on top of the car park building. The district plan change assessed here is not affected by the Court's decision. The decision to demolish the car parking building and replace it with a new public space and/or building will require its own resource consent (WFZ-R15, R16) under the 2024 District Plan. This plan change will be the policy framework and plan controls that shape the decisions and conditions for that new resource consent.

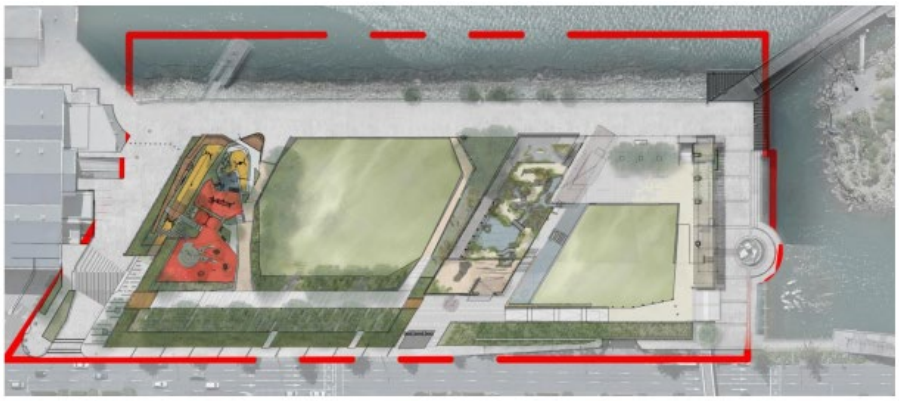


Figure 1 2018 Consented Design

Funding for the Fale Malae

The Wellington City Long Term Plan amendment decisions on 22 May 2025 retained funding for the Malae component and associated landscaping in the Frank Kitts Park redevelopment. At about the same time, the Government withdrew its financial support for the Fale building in its Budget decisions, saying Government support for the project will be reconsidered when a business case is accepted and resource consent is granted. The Fale Malae Trust is continuing with the project and are looking for philanthropic support.[6]

[3] The Wellington Waterfront Framework, April 2001, page 35.
[4] The Section 42A report on the Waterfront Zone assesses the scope of Fale Malae Trust's further submission in paras 36–39. The District Plan Hearings Panel agreed with this assessment in its Report 4B, paras 448–452.
[5] Refer to the summary in Section 42A report on the Waterfront Zone, paras 44–46.
[6] https://www.thepost.co.nz/culture/360713034/fale-malae-now-hands-public-and-philanthropists

Resource consent application for car park demolition and Fale Malae construction

On 1 May, the Fale Malae Trust applied for resource consent for the Fale Malae development. The application was publicly notified. In addition, the Council lodged the application for the wider development of Frank Kitts Park, including the demolition of the Frank Kitts Park carpark building and establishment of the malae. These two applications were notified and processed together. The application will be assessed under the district plan provisions that have legal effect at the time of lodgement.

If the Fale Malae is not built, a replacement building may be needed

The Council's Parks, Sport and Recreation team have determined that Frank Kitts Park should have a building for public toilets, boat storage, shelter and a park activation space. If the Fale Malae is not built in this location, a similar building for these public services should be provided for. This building may be smaller and would likely be a different structure. Its southwest location on the Park is still suitable as it would be next to the concrete ramp into the Whairepo Lagoon and support pedestrian amenities and links to Te Ngakau Civic Square.

Assessment of Options

Relevant Options

Three options have been considered for this evaluation:

- **Option 1:** Status quo - the existing Public Open Space and Minimum Sunlight Access specific controls remain on Frank Kitts Park as in the current District Plan;
- **Option 2:** Falae Male-based amendments; and
- **Option 3:** New area of change.

These options are demonstrated in the following images.

Option 1: Status quo

The existing Public Open Space and Minimum Sunlight Access specific controls remain on Frank Kitts Park as in the current District Plan.



Option 2: Fale Malae-based Amendment

A building outline that fits the outline of the Fale building as shown in the Council's Frank Kitts Park Development Plan, with some flexibility for minor architectural changes (1 m buffer and option to place closer to Jervois Quay).

Within the building outline, and between the proposed Fale and the Quay, remove the Public Open Space specific control.

Remove a limited area of Minimum Sunlight Access where a Fale or similar building up to 15 m above ground level at its peak, would shade the ground at 4 pm. The Minimum Sunlight Access control is measured from 10 am to 4 pm (refer District Plan APP9).

Add a row to WFZ-S1 Maximum building height outside of Public Open Space and Areas of Change with:

Southwest Frank Kitts Park	3. A building does not exceed 15 metres above New Zealand Vertical Datum 2016 (NZVD 2016).





Option 3: New Area of Change

Remove the Waterfront Public Open Space specific control from the southwest corner, and replace it with a Waterfront Area of Change specific control in orange.

Cut back the Minimum Sunlight Access – Public Space area to the bold yellow line to allow for a future build in in that Area of Change.

The Area of Change WFZ-P8 would apply to the space, meaning a new building and public spaces on the site replacing the existing car parking would be supported in principle.

Cost/Benefit Assessment

The three options are assessed in the table below. The assessment is additional to information in the Section 32 Evaluation Report Part 2 Special Purpose Waterfront Zone, and is limited to the effect of the changes in the southwestern corner of Frank Kitts Park. It references costs and benefits relating to the Fale Malae as this the Park's Development Plan.

Option 1: Status quo	
Costs *Environmental* • No change. *Economic* • No change. *Social* • With eventual demolition of the Frank Kitts car parking building, storage for dragon boats and waka may not be available, or be in a smaller building. An application for a new building would be limited by current Waterfront Zone provisions and may have more limited spaces for long boats and services such as public toilets and meeting areas. *Cultural* • Significant risk that a building for pasifika cultural events cannot be built in the location preferred by the Fale Malae Trust. However, the Fale and its cultural activities may still happen elsewhere • The support from Council and from mana whenua of a significant building for cultural activities on this site may not be applied due to difficulties getting a resource consent with current Plan provisions against it.	**Benefits** *Environmental* • No change. *Economic* • No change. *Social* • The whole Frank Kitts Park can remain as a green public space for informal recreation activities, likely enhanced if the car park building is removed. • An alternative small building(s) for public toilets, boat storage and shelters may be permitted if it is less than 30 m^2 and less than 4 m high. A building larger than this may get a discretionary consent if the Park's aggregate building area does not exceed 200 m^2 per ha. *Cultural* • No change.

Policy Direction

The status quo is inconsistent with the Council's development plan for Frank Kitts Park because it does not provide for the Fale Malae building. However, the status quo is consistent with the direction in the Wellington Waterfront Framework:

- *"Large green park"* – the Waterfront Public Open Space specific control over Frank Kitts Park fits this description.
- *"Centre for outdoor activities both on and off the water"* – Frank Kitts Park can remain this centre with minor buildings allowed on the park such as public toilets and boat storage to encourage outdoor activities on the park and in the harbour.
- *"Jervois Quay edge to be made safer, especially for children using the playground, without compromising park safety"* – the park can be designed with structures on the Jervois Quay edge to provides a barrier and encourage play on the ocean side of the park.

- *"Access to the water improved"* – removal of the car park building and replacing it with public open space improves this water access to the Whairepo Lagoon.
- *"Water activities enhanced by creating an "intermediate harbour" with a break-water, pontoon or alternative"* – not relevant.
- *"South end of the Events Centre could be improved for aesthetic reasons and to provide activity on the edge of the park"* – not relevant.

Effectiveness and efficiency of Option 1

The status quo would remain effective in meeting the Waterfront Zone objectives and the Wellington Waterfront Framework principles and directions. However it would not be as effective in meeting the updated Frank Kitts Park Development Plan. Efficiency on meeting these objectives and directives will be assessed differently by different people based on relative values they give for parks vs buildings. This assessment considers that Option 1 is less efficient than Option 2 because of extra administrative and legal costs when trying to build a Fale Malae here, and because Option 2 has more social and cultural benefits than Option 1.

Overall Evaluation of Option 1

Option 1 is not currently the most appropriate set of specific controls for Frank Kitts Park.

Option 2: Fale Malae-specific Amendment

Costs	**Benefits**
Environmental • None identified. *Economic* • Risk that if the Fale Malae is not built as per its current design, or another building is more appropriate in the future, the Waterfront Zone specific controls, policies and standards would limit buildings being outside the identified 3D envelope, even if this would be preferable in a cost-benefit and multi-criteria assessment evaluation. *Social* • Some submissions on the district plan and Frank Kitts Park development plan explain that some members of the public prefer public open space to be maximised at Frank Kitts Park. They may regret buildings intruding into this open space at the Park. *Cultural* • No change.	*Environmental* • The location of a low-rise building in this location can provide shelter from wind and visually from traffic. *Economic* • Activities in a Fale Malae, or equivalent building, are likely to increase spending on food, drink and accommodation on the Waterfront and nearby in the City. • Economic growth and employment may have a minor increase from the increased recreational and cultural activities prompted by a Fale Malae or similar building on Frank Kitts Park. *Social* • Better storage and servicing areas is enabled for dragon boating, waka ama, and other boats that rely on the ramps and launching areas into Whairepo Lagoon for access to the inner Wellington Harbour. • A new, comparatively small, building can be a landmark, hub and shelter for recreational activities elsewhere in Frank Kitts Park • While a building may take up a small area of green open space, the building plans are for the remaining green open space to be more

	usable with an accessible at-grade open space, and significant improvements to the public's promenade experience. • If the Fale Male building does not go ahead, the car park building could still be converted to a public green space, with or without buildings. • New buildings (except for minor furniture, play, art, port-related) will still be required to apply for a full discretionary, publicly notified resource consent under WFZ-R15.6, reflecting the prominence and high public interest in developing the site. *Cultural* • A Fale Malae is more likely to eventually be built on the site, as home for pasifika cultural activities, with excellent access to the harbour and connection across from Wharewaka and to the sea.

Policy Direction

The Council and the public have given majority support for a comparatively small Fale Malae on Frank Kitts Park.

The ability for a relatively small, publicly accessible building on Frank Kitts Park is more consistent with the direction in the Wellington Waterfront Framework:

- *"Large green park"* – Frank Kitts Park will still be large and green.
- *"Centre for outdoor activities both on and off the water"* – a Fale Malae provides storage for boats, public toilets and related services to encourage outdoor activities on the park and in the harbour.
- *"Jervois Quay edge to be made safer, especially for children using the playground, without compromising park safety"* – a building on the Jervois Quay edge provides a barrier and also encourages play on the ocean side of the park.
- *"Access to the water improved"* – as above, a small building next to the Whairepo Lagoon can facilitate this.
- *"Water activities enhanced by creating an "intermediate harbour" with a break-water, pontoon or alternative"* – not relevant.
- *"South end of the Events Centre could be improved for aesthetic reasons and to provide activity on the edge of the park"* – not relevant.

Effectiveness and efficiency of Option 2

Option 2 would be effective in meeting the Waterfront Zone objectives, and the updated Frank Kitts Park Development Plan. The option is consistent with the Wellington Waterfront Framework principles and directions, given the small footprint, height and location for the building. Efficiency on meeting these objectives and directives will be assessed differently by different people based on relative values they give for parks vs buildings.

The removal of the green open space specific control between the proposed Fale Malae footprint and Jervois Quay is efficient and effective as it gives flexibility for a future building option to be located closer to the Quay as a boundary to Frank Kitts Park and connections to Te Ngakau Civic Square if the Fale Male does not proceed, while preserving the bulk of Frank Kitts park as a cohesive open space.

This assessment considers that Option 2 is more efficient than Options 1 and 3 because social and cultural benefits are significantly increased, and the costs and uncertainty are lower than for Options 1 and 3.

Overall Evaluation of Option 2

On balance, Option 2 is the most appropriate set of specific controls for Frank Kitts Park for the Council.

Option 3: New Area of Change

Costs	**Benefits**
Environmental • If a larger, taller building is constructed on this site instead of a Fale Malae, this may visually overawe the other activities in the park. *Economic* • No change. *Social* • Increased uncertainty about development on Frank Kitts Park. While the public have generally supported a comparatively small and publicly-accessible Fale Malae on the site, they may not want a large, tall commercial building taking this part of the park. This is especially the case for submissions on the district plan and Frank Kitts Park development plan who want public open space to be maximised at Frank Kitts Park. There may be community resistance to change with the considerable public value and interest for the Waterfront, and history of the area. • If a larger, taller building is constructed on this site instead of a Fale Malae, this may visually overawe the other activities in the park. *Cultural* • No change.	*Environmental* • The location of a building in this location can provide shelter from wind and be a visual barrier between the park and traffic. *Economic* • Activities in a building on Frank Kitts Park are likely to increase spending on food, drink and accommodation on the Waterfront and nearby in the City. • If not a Fale Malae, a taller building may increase the supply of commercial and/or residential spaces in the City, in a location with very high land values and demand for floor space. • Employment may have a minor increase from the increased recreational, cultural and commercial activities in and around a new building on Frank Kitts Park. *Social* • Better storage and servicing areas is enabled for dragon boating, waka ama, and other boats that rely on the ramps and launching areas into Whairepo Lagoon for access to the inner Wellington Harbour. • A building can add activities and can be a landmark, hub and shelter for recreational activities elsewhere in Frank Kitts Park and the Waterfront. • While a building may take up an area of green open space, the building plans are for the remaining green open space to be more usable with an accessible at-grade open space, and significant improvements to the public's promenade experience. • The larger Area of Change specific control allows flexibility for the Fale Malae or similar building to be a different height or slightly different location to meet the organisation's needs or budget, while not breaching the public open space control. • Even if the Fale Male building does not go ahead, the Waterfront Zone Area of Change specific control would allow the area to be converted

	from car parking to a public green space, with or without buildings. • New buildings in Areas of Change (except for minor furniture, art, transport) will still be required to apply for a full discretionary, publicly notified resource consent under WFZ-R15.6, reflecting the prominence and high public interest in developing the site. *Cultural* • A Fale Malae is more likely to eventually be built on the site, as home for pasifika cultural activities. • An Area of Change specific control gives more flexibility for Council, mana whenua organisations, and community organisations to design the area into a mix of buildings and public spaces to support cultural activities in the park.

Policy direction

The Council and the public have not considered an Area of Change that may include a larger building and/or new public space on the site. The Wellington Waterfront Framework states that Frank Kitts Park will be a large green park. The potential for a large building on this site may conflict with this direction, and may change the focus of activities from recreation and cultural events at the park, to broader commercial and residential activities.

Effectiveness and efficiency of Option 3

Option 3 would be effective in meeting the Waterfront Zone objectives, and the updated Frank Kitts Park Development Plan. However, the option is less consistent with the Wellington Waterfront Framework because the size and options for a building in an Area of Change specific control does not align as well with Frank Kitts Park being a large green park focused on outdoor recreation and water access. This assessment considers that Option 3 is less efficient because while it has more social, economic and cultural benefits than Option 1, the development uncertainty for the public and risk of building intrusions into a well-used and valued public space is also higher.

Overall evaluation of Option 3

Option 3 is not the most appropriate alternative set of specific controls for Frank Kitts Park.

Risk of Acting/Not Acting

There is sufficient information to evaluate the risk of acting/not acting.

Option 1 (not acting) increases the risk that the Council's development plan and public's preferred option for a Fale Malae cannot be consented, or the building envelope has to be cut back. Option 3 increases the risk that a future Council may lease or sell the land for a large commercial development which may intrude or interfere with outdoor recreation activities on the Park.

Consultation

The Council consulted the public on the proposed Fale concept in March – April 2023. Council's website has the full engagement report, summary of engagement, and engagement analysis.

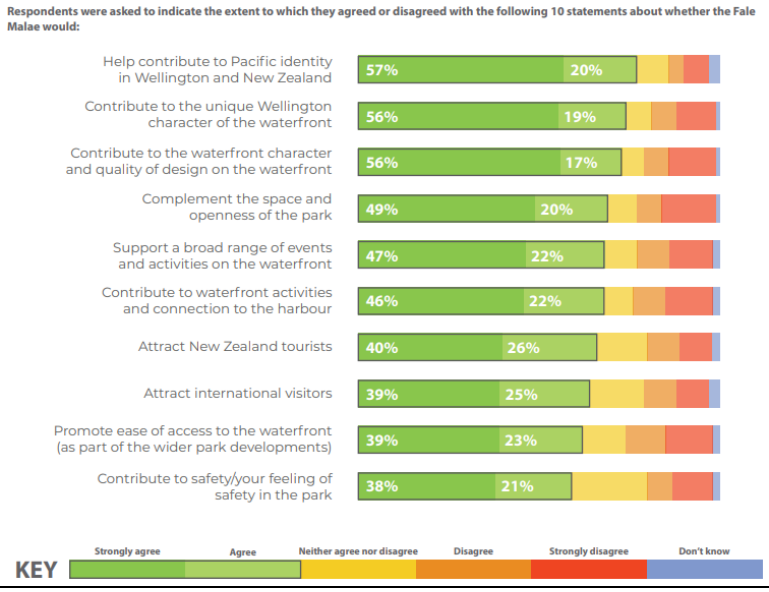
Mana whenua supported the proposal, and were integral to the wider Frank Kitts Park development with cultural aspirations embedded within the design. Stage 1 consisted of workshops with mana whenua partners and stakeholders to establish a purpose and a set of principles to inform the design development. This was completed in July 2022. They were:

- Purpose: Frank Kitts Park is a centerpiece for our city, it draws us to Te Whanganui a Tara, to play, reflect, celebrate, and commemorate.
- Principles:
    - Embodiment of the place for Mana Whenua.
    - A vibrant centrepiece of community life for all
        - Welcoming
        - Accessible
        - Reflecting the diversity of our city
        - To gather, play, celebrate and commemorate
    - Mana Moana, Mana Whenua, Mana Tangata (connect to the waterfront, moana, and city)
    - Cohesive design for the whole park, integrated to the waterfront and city.

Mana Whenua's aspirations have been embedded within the amended Frank Kitts Park Development Plan by cultural lead Kura Mohea and designer Len Hetet in partnership with landscape architects Wraight and Associates.

Iwi authorities have been approached for input into the plan change options. At the date of writing this report no feedback has been received.

The public supported the Fale Malae proposal. Stage 2 involved wider public engagement which concluded in April 2023. Feedback included:



The Fale Malae Trust (through their agent, Alistair Aburn of Urban Perspectives Limited) were engaged as a part of pre-consultation.

In their response, the Fale Malae Trust supports **Option 2.** This is because in the Trust's opinion, Option 2 aligns with the Council's updated Frank Kitts Park Development Plan, where as the 2024 District Plan chapter for the Waterfront Zone does not.

The Civic Trust were engaged as a part of pre-consultation. In their response, the Civic Trust is generally opposed to changes to Frank Kitts Park.

- The changes give an unfair favourable advantage to the Fale Malae, compared to other buildings that may be proposed in Frank Kitts Park that would be subject to the existing provisions.
- Open Space land on the Waterfront is limited and valuable to the growing population.
- The Civic Trust is not opposed to a Fale Malae in principle, but seeks that it is located elsewhere on the Waterfront.
- Retain the 2024 District Plan Waterfront Zone provisions.

Recommended Option

Following the assessment above, Option 2 – Fale Malae-specific changes is the preferred option.

Recommended Change

1. Remove the Waterfront Public Open Space specific control from the building footprint identified for a Fale Malae in the Frank Kitts Park Development Plan, plus a 1 m buffer and the small public space between building footprint and Jervois Quay to allow for variation in location or construction.

2. Adjust the Minimum Sunlight Access – Public Space specific control as shown below to account for a building up to 15 m high in this location. The adjustment is based on time of maximum shade from such a building based on the Appendix 9 standard – Frank Kitts Park, 4 pm on 23 September 2023.

3. Add a height control (shown the same as elsewhere in the CCZ and WFZ) box around the new area removed from Waterfront Public Open Space with a "15 m (MSL)" height limit.

4. Add to WFZ-S1 a new row:

Frank Kitts Park building identified in the Planning Maps	3. The building does not exceed 15 metres above New Zealand Vertical Datum 2016 (NZVD 2016).



Consequential Amendments

No other changes to the District Plan content are needed beyond the recommended changes. The Waterfront Zone introduction, objectives and policies are still appropriate.

Wellington City District Plan – Omnibus Plan Change **SCHED4 - Scheduled Archaeological Sites – DP Ref 2: Miramar Tunnels**
Scope of Proposed Change To amend the DP Ref 2: *Miramar Tunnels* in SCHED4 – Scheduled Archaeological Sites to clarify in the schedule that there are two tunnels and where these archaeological sites are located.
Background DP Ref 2: *Miramar Tunnels* has been included in SCHED4 – Scheduled Archaeological Sites of the 2024 District Plan, with the following details provided in the schedule • **Address:** *Shelly Bay Road, Moa Point Road* • **Name:** *Miramar Tunnels* • **Legal description:** *Road reserve* • **Protection required:** *First drains (or tunnels) (1849) in road reserve, Shelly Bay Road. 2. Second drain (after first in 1849) along Moa Point Road, in base of headland opposite sculpture of piled rocks. Also in road reserve.* • **Link:** *Easting 175 1664 Northing 542 4785 and 54247776* • **HNZPT #** Not listed • **NZAA Ref #:** *R27/461* *Miramar Tunnels* were notified and proceeded through the Proposed District Plan (PDP) hearings in SCHED4 – Scheduled Archaeological Sites, based on the *Archaeological Site Evaluation of Burnham Water Drainage Tunnel, Shelly Bay Road*, prepared by Capital Heritage Limited and Subsurface Limited on behalf of the Council (dated August 2020). The evaluation report explains that the *Burnham Water Drainage Tunnel 1847* and the *Burnham Water Drainage Tunnel 1858* are the same tunnel, although it was largely modified after the 1855 earthquake, and further enlarged later. These are the *first drains* in Schedule 4. The description of the s*econd drain (after first in 1849)* in the schedule suggests that it could be the *Burnham Water Drainage Tunnel 1858,* but it is another site: it is located *along Moa Point Road, in base of headland opposite sculpture of piled rocks,* which is more than 3km away, and it is also recorded in the Archaeological Site Recording Scheme (ArchSite) under ref: NZAA R27/460. NZAA R27/460 is not *on road reserve* as mentioned in the legal description column of the schedule, but it is located at 69 Moa Point Road. Consequently, the *second drain* is not identified as a Scheduled Archaeological Site on the online View Map when searching 69 Moa Point Road. Ultimately, and since the nature and location of the second drain is unclear in the District Plan's schedule, resource consent applicants are unable to assess the effects of their proposal on the *second drain*, which can generate costs and delays in the consenting process.

Because this issue has already occurred, the Council's Resource Consent Team has requested that DP Ref 2: *Miramar Tunnels* is amended in SCHED4 – Scheduled Archaeological Sites.

Regulatory Framework

Section 6(f) of the Resource Management Act 1991 (RMA) requires councils to protect historic heritage from inappropriate subdivision, use, and development as a matter of national importance. This includes scheduled archaeological sites.

Likewise Objective 15 of the Regional Policy Statement for the Wellington Region 2013 (RPS) requires that *"Historic heritage is identified and protected from inappropriate modification, use and development"*.

2024 District Plan Provisions

The following 2024 District Plan *Historic Heritage and Sites and Areas of Significance to Māori* strategic direction objectives apply:

Strategic objectives	
HHSASM-O1	Significant buildings, structures, areas, and sites that exemplify Wellington's historical and cultural values are identified, recognised and protected.
HHSASM-O2	Built heritage is resilient and has a sustainable long term use while ensuring heritage and cultural values are recognised and maintained.

DP Ref 2: *Miramar Tunnels* has been included in SCHED4 – Scheduled Archaeological Sites. As such, some specific provisions apply to the sites (*first drains*, and *second drain*), in particular those found in the Historic Heritage and the Earthworks chapters.

Within the Historic Heritage chapter, policies HH-P18 to HH-P22 and rules HH-R24 to HH-R26 are specific to scheduled archaeological sites.

Heritage New Zealand Pouhere Taonga

Both sites are recorded in ArchSite and are protected under the Heritage New Zealand Pouhere Taonga Act 2014. As such, an archaeological authority is required before either of the sites can be modified (or destructed).

Assessment of Options

Relevant options

For the purposes of the evaluation, the following options have been considered:

- **Option 1:** Retain the status quo, with DP Ref 2: *Miramar Tunnels* in SCHED4 – Scheduled Archaeological Sites as-is;
- **Option 2:** Amend DP Ref 2: *Miramar Tunnels* in SCHED4 – Scheduled Archaeological Sites; and change the specifications for the *second drain*.
- **Option 3:** Remove the *second drain* from DP Ref 2: *Miramar Tunnels* in SCHED4 – Scheduled Archaeological Sites; amend and rename DP Ref 2: *Burnham Water Drainage Tunnel(s*); and include a new item in SCHED4 under DP Ref 4: *Moa Point Tunnel.*

Options 2 and 3 also require that the online ePlan map is amended accordingly.

Cost/benefit assessment

Option 1: Status Quo - Retain DP Ref 2: *Miramar Tunnels* in SCHED4 – Scheduled Archaeological Sites as-is

Retaining the status quo will continue to result in potential delays and additional resource consent processing fees associated with the requirement to provide additional information with an application, when in fact this may not be necessary. This is because works in the location of *drain 1* will trigger information requirements relating to *drain 2,* when there is no physical proximity between the two sites. This is at the applicant's expense.

The site at 69 Moa Point Road is not specified in the schedule, and it is not identified in the online ePlan map as Scheduled Archaeological Site. As such, the requirement for a resource consent to modify the site could be omitted (unintentionally), illegal works could be undertaken, and heritage values could be altered or loss. If this were to occur, the Council would have failed to meet its legal obligations to protect historic heritage.

The status quo is at no financial cost for the Council, but it will not minimise the risk of damage or loss of historic heritage, which represents a social and cultural cost. The recognition and protection of historic heritage ensures that present and future generations can enjoy, learn, and benefit from the identified buildings, structures, areas, and sites.

This option has no economic benefit; it does not minimise any risks; and it does not resolve a known issue.

Option 2: Amend DP Ref 2: *Miramar Tunnels* in SCHED4 – Scheduled Archaeological Sites and change the specifications for the *second drain*

There is enough information to locate and change the description of the *second drain* in the schedule and ePlan mapping, so that this option could be implemented at limited cost for the Council.

This option will not change any of the current provisions of the District Plan applying to the archaeological site (in that this is already including in the schedule, albeit incorrectly identified), and it will also ensure that the protection of *second drain* is not missed by applicants or by the Council when preparing and assessing resource consent applications, so that heritage values will be protected more efficiently.

If an application is lodged that affects one of the drains, an assessment of the effects of the proposal on the *second drain*, more than 3km away, will still be required. However, it would be a straightforward exercise of stating that this drain is not affected by the proposal, with negligible cost to the applicant.

Option 3: Remove the *second drain* from DP Ref 2: Miramar Tunnels in SCHED4 – Scheduled Archaeological Sites; amend and rename DP Ref 2: *Burnham Water Drainage Tunnel(s)*; and include a new item in SCHED4 under DP Ref 4: *Moa Point Tunnel*

Heritage listings can comprise several items, in particular when considered individually, each item does not meet the threshold for scheduling but would do so as a group.

The two drains have been listed together, based on the evidence available at the time the District Plan was notified, and no submissions were made during the hearing process that they should be listed individually.

Further investigation would be required to assess whether the two drains can be listed individually, so that Option 3 can be implemented. There is currently no budget allocated towards further evaluation of the drains.

This option might remain a viable option in a future review of the schedules, or when there is a budget to do so. Since they are currently listed, the heritage provisions will still apply on the two drains under the District Plan, so that they are protected.

Efficiency and effectiveness

Option 2 is the most effective method of achieving the requirements of the higher order planning direction, namely section 6(f) of the RMA and objective 15 of the RPS, as well as the strategic direction of the 2024 District Plan. This option is efficient in that it will correct an unintended error in the Plan with no additional costs to the Council or landowners/developers.

While Option 3 also achieves the requirements of the RMA, RPS and 2024 District Plan, this option will incur costs to the Council associated with further investigative works.

Overall evaluation

Overall, retaining the status quo is not recommended as this will not resolve the issue. Both Option 2 and Option 3 will resolve the issue, however Option 2 is the most effective and efficient method and is the recommended option.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

The risk of not acting is that the issue will not be resolved. This is likely to create ongoing issues for both landowners/developers and the Council.

Resolving the issue through the changes recommended at Option 2 will alleviate this risk, ensuring the effective implementation of the District Plan.

Consultation

Preliminary consultation with advisors from the Council's Heritage and Resource Consents Teams, and Heritage New Zealand Pouhere Taonga, has been held.

Feedback received to date is detailed in the table below:

Heritage New Zealand Pouhere Taonga	Supports the recommended option in principle.
Heritage Team	Supports the recommended option.

Recommended Option

Following the assessment above, Option 2 is the recommended option.

Recommended Changes

1. **Amend the description of Miramar Tunnels (Ref 2)**

DP Ref #	Address	Name	Legal Descriptions
2	1. Shelly Bay Road and 13 Ropa Lane 2. 69 Moa Point Road	Miramar Tunnels	1. Road reserve, LOT 2 DP 43969 SEC 86 WATTS PENINSULA 2. GAZ 90/144 SEC 1 (AREA A) SO 35818 SEC3 (AREA C) SO 35088

Protection required	Values	Link	HNZPT #	NZAA Ref #
1. Burnham Water Drainage Tunnel(s), Shelly Bay Road 2. Moa Point Tunnel, Moa Point Road ~~First drains (or tunnels) (1849) in road reserve, Shelly Bay Road.~~ ~~2. Second drain (after first in 1849) along Moa Point Road, in base of headland opposite sculpture of piled rocks. Also in road reserve.~~	A, B, C, E, F	1. ~~Easting 175 1664 Northing 542 4785 and 54247776~~ NZTM E 175 1658, N 542 4772 2. NZTM E 175 1660, N 542 1714	Not listed	1. R27/461 2. R27/460

2. **Amend the ePlan mapping by adding a 'dot' on the site at 69 Moa Point Road, Miramar denoting that a scheduled archaeological site is present there.**



Consequential Amendments

No consequential amendments are required.

Wellington City District Plan – Omnibus Plan Change

Esplanade Reserves and Esplanade Strips

Scope of Proposed Change

To amend the provisions relating to esplanade reserves and esplanade strips to clarify how these are applied.

Background

In accordance with the higher order policy direction set out below, the District Plan is required to include provisions requiring esplanade reserves or esplanade strips when land adjacent to the Coastal Marine Area (CMA) or adjacent to streams and rivers undergoes subdivision.

National Direction

Esplanade reserves/strips have purposes that relate to matters of national importance identified in Section 6 of the Resource Management Act (RMA) including s6(a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development; s6(d) the maintenance and enhancement of public access to and along the coastal marine area, and 6(h) the management of significant risks from natural hazards.

The New Zealand Coastal Policy Statement 2010 (NZCPS) includes various policies relating to the protection, maintenance and enhancement of the coastal environment are relevant to the provision of esplanade reserves or strips. In particular, Policy 18, directs recognition be given to the need for public open space within and adjacent to the coastal marine area, including (among other matters) the important role of esplanade reserves and strips. Policy 19 directs the maintenance and enhancement of public walking access to, along and adjacent to the coastal marine area.

Objective 1 of the National Policy Statement for Urban Development 2020 (NPS-UD) directs the need for well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. This is considered relevant to this issue as a connected publicly accessible network of esplanade provides a range of benefits, including social and cultural.

Regional Direction

The Wellington Regional Policy Statement 2013 (RPS) contains objectives and policies that support and inform the requirement of esplanades in a district plan, in particular Policy 53.

District Plan

To achieve this higher order direction, the Subdivision chapter of the Council's 2024 District Plan includes SUB-O2, that is specific to esplanades and seeks that the network of esplanade reserves and esplanade strips in Wellington is progressively increased.

SUB-P9 (Esplanade requirements) is the policy that underlies this objective, and is as follows:

> *Require the provision of esplanade reserves and esplanade strips where subdivisions are proposed adjacent to the CMA or rivers to enhance:*
>
> 1. *Public access to and along the coast and surface waterbodies;*
> 2. *Ecological, amenity and recreational values; and*
> 3. *Natural hazard resilience.*

Rules and standards in the Subdivision chapter give effect to this policy.

Issue

There are two issues that need to be resolved through this plan change, being:

1. Under SUB-R1 the Council does not include a matter of control requiring the provision of esplanade reserves or esplanade strips in the Medium Density Residential Zone (MRZ) or High Density Residential Zone (HRZ); and
2. A lack of clarity with how financial compensation, or lack of, informs the assessment of esplanade reserve or strip requirements where lots created are greater than 4 ha and either landowner agreement or financial compensation is required.

Issue 1: SUB-R1 – Requirement for esplanade reserves and strip requirements in Medium and High Density Residential Zones

There is an existing lack of control included within rule SUB-R1 (Subdivision for the purpose of the construction and use of residential units in the Medium Density Residential Zone or High Density Residential Zone) to impose a requirement for an esplanade reserve or strip for an application for subdivision assessed under this rule.

SUB-R1 has a Controlled activity status and must be granted. In accordance with section 104A(b) of the RMA a consent authority can only impose conditions over which control is reserved in national environmental standards or other regulations; or over which it has reserved its control in its plan or proposed plan. As neither of these apply to the subdivision for the purpose of the construction and use of residential units in the MRZ or HRZ, esplanade reserves cannot currently be required.

There is land zoned MRZ and HRZ along the Porirua Stream where esplanade reserve or strip would not be required if subdivision were to be applied for under SUB-R1.

Whilst there are other provisions that seek to manage issues such as natural hazard risk of flooding and erosion along the Porirua Stream (including NH-R1.2, NH-R9 and NATC-R5), the creation of esplanade reserve or strip will enhance public access and opportunities for ecological restoration and maintenance.

Issue 2: A lack of clarity with how financial compensation, or lack of, informs the assessment of esplanade reserve or strip requirements where lots created are greater than 4 ha and either landowner agreement or financial compensation is required.

Feedback from the Council's Resource Consents team has highlighted an issue where there is a requirement, regardless of resulting size of land parcel, for an esplanade reserve or strip for any subdivision adjoining the CMA or rivers. While a district plan can contain rules requiring the vesting of esplanade reserve as part of any subdivision that create allotments greater than 4 hectares (ha) adjoining the CMA or a stream in accordance with s230 of the RMA, if there is no agreement from the landowner that compensation is not required, then the Council is required to financially compensate the landowner as set out in s237E(2) of the RMA.

The current esplanade reserve and strip provisions (SUB-P9 and SUB-S7) do not differentiate between subdivision lot size of less than 4 ha or greater than 4 ha, which has the potential to result in a resource consent being granted subject to the vesting of esplanade reserve for lots greater than 4 ha where there is no Council funding available for compensation. Conversely, where a proposed subdivision under SUB-R5.2 does not include vesting of an esplanade reserve or strip in accordance with the esplanade reserve standard (SUB-S7), this results in the activity status elevating from Restricted Discretionary to Discretionary. This could occur as a result of the applicant being advised that the Council do not have funding for compensation where lots under 4 ha are not being created and, on that basis, the proposed subdivision application not including creation of an esplanade reserve or strip.

Assessment of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- **Option 1:** Retain the status quo
- **Option 2:** Add esplanade reserve requirements as a matter of control to SUB-R1 and amend SUB-S7 (Esplanade reserves and esplanade strips) to only apply to lots less than 4 ha; or
- **Option 3:** Add esplanade reserve requirements as a matter of control to SUB-R1 and amend SUB-P9 (Esplanade requirements) to provide greater direction on when waivers or reduced esplanade reserves or esplanade strips may be acceptable.

Cost/Benefit Assessment

The options are assessed below. The assessment is additional to information in the Section 32 - Part 2 - Subdivision, and is limited to the effect of the changes.

Option 1: Retain the status quo	
Costs *Environmental* • Reduced ability for coordinated ecological restoration and enhancement to coastal and stream edges, and to freshwater ecology, and dune/stream bank stability. *Economic* • Nil. *Social* • Reduced opportunity for enhanced public access along stream. *Cultural* • Reduced opportunity for iwi to fulfil role of kaitiaki with respect to riparian margins.	**Benefits** *Environmental* • Nil. *Economic* • Not requiring esplanade reserve or strip may reduce resource consenting costs to landowners/developers. *Social* • Nil. *Cultural* • Nil.
Effectiveness and efficiency Option 1 is not considered to be an effective or efficient option to address the resource management issue as it results in the Council not being able to require or assess the adequacy of esplanade reserves for subdivision undertaken under rule SUB-R1.	
Overall evaluation of Option 1 Option 1 is not recommended.	

<table>
<tr><td colspan="2">Option 2:
• Add esplanade reserve requirements as a matter of control to SUB-R1 (Subdivision for the purpose of the construction and use of residential units in the Medium Density Residential Zone or High Density Residential Zone); and
• Amend SUB-S7 (Esplanade reserves and esplanade strips) to only apply to allotments less than 4 ha.</td></tr>
<tr><td>Costs

Environmental
• Reduced ability for Council to obtain esplanade reserve as part of subdivision only creating lots larger than 4ha and the lost opportunity for ecological protection and restoration of these areas, including coast and stream bank stability.

Economic
• Potential loss of development capacity, specifically on sites along parts of the Porirua Stream.

Social
• Reduced ability for Council to obtain esplanade reserve as part of subdivision only creating lots larger than 4ha could result in missed opportunities to improve public access along the coastline

Cultural
• Reduced ability for Council to obtain esplanade reserve as part of subdivision only creating lots larger than 4ha could result in missed opportunities to improve public access along the coastline as use of these areas for activities such as cultural harvesting, and protection of mana whenua values associated with the natural coastal environment of Wellington.</td><td>Benefits

Environmental
• Increased ability for coordinated ecological restoration and enhancement for subdivision assessed under SUB-R1.

Economic
• Improved certainty through the resource consenting process for subdivision adjoining the CMA or rivers could reduce costs of the consenting process.

Social
• Increased opportunity for enhanced public access along streams in urban areas as part of subdivision assessed under SUB-R1.

Cultural
• Increased opportunity for iwi to fulfil role of kaitiaki with respect to riparian margins in urban areas as part of subdivision assessed under SUB-R1.</td></tr>
<tr><td colspan="2">Effectiveness and efficiency

Adding esplanade reserve requirements as a matter of control to SUB-R1 results in the Council being able to require or assess the adequacy of the esplanade reserve for subdivision undertaken under SUB-R1. This is considered an effective and efficient way to achieve the higher order policy direction, as well as SUB-O2 and the policy direction of the 2024 District Plan related to esplanade reserve provision and the benefits that result from esplanade reserve or strip creation.

However, amending the esplanade reserve standard (SUB-S7) to only apply to lots less than 4 ha would result in misalignment with the policy direction of the District Plan and have the potential to impede achieving the objectives of the chapter relating to esplanades (SUB-O2).</td></tr>
</table>

Overall evaluation of Option 2

Option 2 is not considered to be the most effective or efficient option and is not the preferred option.

Option 3:

- **Add matter of control to SUB-R1 (Subdivision for the purpose of the construction and use of residential units in the Medium Density Residential Zone or High Density Residential Zone); and**
- **Amend SUB-P9 (Esplanade requirements) to provide improved direction on when waivers or reduced esplanade reserves or esplanade strips may be acceptable; and**
- **Amend SUB-R3.1 to remove SUB-S7 as a permitted activity standard.**

Costs	**Benefits**
Environmental • Nil *Economic* • Potential loss of development capacity, specifically on sites along parts of the Porirua Stream. • Costs to the Council for compensation where lots are greater than 4 ha in size. *Social* • Nil *Cultural* • Nil	*Environmental* • Increased ability for coordinated ecological restoration and enhancement for subdivision assessed under SUB-R1, and where an esplanade is provided where resulting lots are greater than 4 ha in size. *Economic* • Improved certainty through the resource consenting process for subdivision adjoining the CMA or rivers where lots are greater than 4 ha in size could reduce costs associated with the resource consent application. • Improved clarity on landowner compensation for esplanade where lots are greater than 4 ha in size. *Social* • Increased opportunity for enhanced public access along streams in urban areas as part of subdivision assessed under SUB-R1 and where esplanade is provided where resulting lots are greater than 4 ha in size. *Cultural* • Increased opportunity for iwi to fulfil role of kaitiaki with respect to riparian margins in urban areas as part of subdivision assessed under SUB-R1, and where esplanade is provided where resulting lots are greater than 4 ha in size.

Effectiveness and efficiency

Option 3 is considered to be an effective and efficient option to address the resource management issue as it results in the Council being able to require and assess the adequacy of esplanade reserve for subdivision undertaken under rule SUB-R1.

Overall evaluation of Option 3

The policy amendment to SUB-P9 would provide improved clarity for esplanade creation where resulting lots of a proposed subdivision are greater than 4 ha in size. The resource consent process could appropriately take into account whether there is compensation required, and if so whether there is Council funding available. If the Council (as the Territorial Authority, not Consenting Authority) advises that no Council funding is available, the consenting process can appropriately waive the requirement for esplanade to be vested.

While this option does not resolve the matter of an application being required to include an esplanade reserve, if applicable, to meet the Restricted Discretionary activity status of SUB-R5.2 (that includes standard SUB-S7), and cascading to Discretionary status under SUB-R5.4, this issue is considered to be only applicable to a low number of rural properties located along the coast, with the number of future subdivision applications anticipated to be relatively low. Also, the improved policy direction with respect to waivers or reduced widths will assist the assessment of policy alignment of subdivision proposals.

Overall, Option 3 is considered to be the most effective or efficient method for resolving the issue. The ability for the Council to require esplanades (subject to any compensation required) outweighs the potential cost and uncertainty that may result from a subdivision application being assessed as a restricted discretionary activity compared to a discretionary activity.

For these reasons, Option 3 is the preferred option.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting as:

- The issue is well understood, and the recommended option provides greater alignment with the RMA, while remaining consistent with the objectives and policies of the District Plan; and
- Overall, the risk of not acting is considered to be greater than the risk of acting.

Consultation

No consultation is required to inform a recommended option.

Recommended Option

Following the assessment above, Option 3 is recommended.

Recommended Changes

1. **Amend SUB-P9**
2. **Amend SUB-R1**
3. **Amend SUB-R3**

These changes are shown below.

SUB-P9 Esplanade requirements

1. Require the provision of esplanade reserves and esplanade strips where subdivisions are proposed adjacent to the CMA or rivers to enhance:
   a. ~~1.~~ Public access to and along the coast and surface waterbodies;
   b. ~~2.~~ Ecological, amenity and recreational values; and
   c. ~~3.~~ Natural hazard resilience

2. Only allow for the reduction or waiver of any esplanade reserve or esplanade strip requirements, where it can be demonstrated that:
   a. The ecological values and natural character, landscape, historic heritage and natural function of the adjacent surface waterbody or area of coast can be maintained for the future; or
   b. Safe public access, recreational use, and natural hazard management are:
      - Already available, or will be achieved with a reduced esplanade width, and can be maintained for the future; or
      - Not achieved irrespective of any reserve or strip being provided due to functional needs, operational needs, physical characteristics of the land, or other practical constraints; or
   c. An esplanade strip would better provide for public access, recreation, natural hazard management, and ecological values compared to an esplanade reserve; or
   d. Any reduction in width is offset by an increase in width in other locations which would result in a net positive public benefit, in terms of public access, recreation, or natural hazard management; or
   e. Financial compensation from the Council is not available when required to compensate a landowner for the provision of an esplanade reserve or esplanade strip when allotments of 4 hectares or more are created when land is subdivided.

SUB-R1: Subdivision for the purpose of the construction and use of residential units in the Medium Density Residential Zone or High Density Residential Zone

	Medium Density Residential Zone High Density Residential Zone	1. Activity status: **Controlled** Matters of control are: 1. The provision of practical, physical and legal access from each allotment directly to a formed legal road or by registered right of way; 2. The provision of a water supply connection to the Council's reticulated water supply system for each allotment sufficient to meet the levels of service in the Wellington Water Regional Standard for Water Services v3.0 December 2021 and the requirements of the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008; 3. The provision of a wastewater disposal connection to Council's reticulated wastewater system for each allotment sufficient to meet the level of service in the Wellington Water Regional Standard for Water Services v3.0 December 2021; 4. The provision of a stormwater connection to Council's reticulated stormwater system for each allotment sufficient to meet the level of service in the Wellington Water Regional Standard for Water Services v3.0 December 2021; 5. The provision of fibre optic cable connections to the legal boundary of each allotment; 6. The provision of electricity connections to the legal boundary of each allotment; 7. The provision of an esplanade reserve and esplanade strip where subdivision creates an allotment adjoining the CMA or adjoins or contains a river whose bed has an average width of 3m or more where the river adjoins or flow through the allotment.

SUB-R3	Boundary adjustments
All Zones, except for: General Rural Zone Large Lot Residential Zone Future Urban Zone	1. Activity status: **Permitted** Where: a. The boundary adjustment is not located in the General Rural Zone, the Large Lot Residential Zone or the Future Urban Zone; and b. Compliance with the following standards is achieved: i. SUB-S1; ii. SUB-S2; iii. SUB-S3; iv. SUB-S4; and v. SUB-S5; and ~~vi. SUB-S7; and~~ c. The boundary adjustment will not increase the degree of non-compliance with land use standards of the applicable Zone.

Consequential Amendments

No consequential changes are needed, but note that PA-P2 cross-references SUB-P9.

Monitoring

A net increase in esplanade reserves and strips is the best indication that the proposed measures are effective.

Wellington City District Plan – Omnibus Plan Change

Amend Notification Clauses within SUB-R1

Scope of Proposed Change

To amend SUB-R1 to simplify and clarify the notification clauses within this rule.

Background

SUB-R1 (Subdivision for the purpose of the construction and use of residential units in the Medium Density Residential Zone or High Density Residential Zone) gives effect to clause 3 of Schedule 3A of the RMA, which requires that: **'***Subdivision requirements must (subject to section 106) provide for as a controlled activity the subdivision of land for the purpose of the construction and use of residential units in accordance with clauses 2 and 4'* of this schedule.

Clause 5(3) of the schedule requires that: *'Public and limited notification of an application for a subdivision resource consent is precluded if the subdivision is associated with an application for the construction and use of residential units described in subclause (1) or (2)'* [of clause 5].

Consequently, SUB-R1 includes notification clauses where a subdivision creates allotments that will contain residential buildings that meet the applicable building standards for the High Density Residential Zone (HRZ) or Medium Density Residential Zone (MRZ). These are shown below:

> Notification status:
>
> Applications under this rule are precluded from being publicly notified or limited notified if the subdivision is only associated with residential units that fully comply with density standards MRZ-S1, MRZ-S2, MRZ-S3, MRZ-S4, MRZ-S5, MRZ-S6, MRZ-S7 and MRZ-S8 in the Medium Density Residential Zone; or HRZ-S1, HRZ-S3, HRZ-S4, HRZ-S5, HRZ-S6, HRZ-S7, HRZ-S8 and HRZ-S9 in the High Density Residential Zone.
>
> Applications under this rule are precluded from being publicly or limited notified if the subdivision is associated with an application for the construction and use of 4 or more residential units that comply with density standards MRZ-S1, MRZ-S2, MRZ-S3, MRZ-S4, MRZ-S5, MRZ-S6, MRZ-S7 and MRZ-S8 in the Medium Density Residential Zone; or HRZ-S1, HRZ-S3, HRZ-S4, HRZ-S5, HRZ-S6, HRZ-S7, HRZ-S8 and HRZ-S9 in the High Density Residential Zone.
>
> Applications under this rule are precluded from being publicly notified if the subdivision is associated with an application for the construction and use of 1, 2, or 3 residential units that do not comply with 1 or more of density standards MRZ-S1, MRZ-S2, MRZ-S3, MRZ-S4, MRZ-S5, MRZ-S6, MRZ-S7 and MRZ-S8 in the Medium Density Residential Zone; or HRZ-S1, HRZ-S3, HRZ-S4, HRZ-S5, HRZ-S6, HRZ-S7, HRZ-S8 and HRZ-S9 in the High Density Residential Zone.

The Council's Resource Consents Team has identified that these notification clauses are overly prescriptive and may result in unintended outcomes, such as by requiring a development to *'fully comply'* with the density standards listed when not all are applicable, and have requested that these be reviewed. Additionally, it has been raised that the correct place to determine notification of non-compliance with the building standards is under the applicable land use chapters, rather than the subdivision chapter.

This issue was previously addressed in the Section 42A Report[1] for the Subdivision chapter, addressed within Hearing Stream 5. The Council's Planning Officer advised that the clauses give effect to clause 5(3) of Schedule 3A.

[1] Section 42A Report: Subdivision, para 353.

It is noted that the General Approach chapter in the 'How the Plan Works' section of the District Plan states the following:

An application for resource consent for a controlled activity will be considered without public or limited notification or the need to obtain written approval from affected parties unless:
1. *Otherwise specified by a rule applying to the particular activity; or*
2. *The Council decides that special circumstances exist under Step 4 of section 95 or section 95B of the RMA.*

This aligns with the requirements of clause 5(3) of Schedule 3A of the RMA, as well as the overarching requirements of sections 95A(5)(b)(i) and 95B(6)(b), which preclude public and limited notification of resource consents for controlled activities (noting that 95B(6)(b) does not apply to subdivision).

Assessment of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- **Option 1:** Retain the status quo.
- **Option 2:** Delete the existing notification clauses under SUB-R1 and replace these with a new notification clause as follows: *Public and limited notification is precluded where an allotment created under the subdivision is capable of accommodating residential unit(s) that would be permitted under the HRZ or MRZ standards that apply*.
- **Option 3:** Delete the existing notification clauses under SUB-R1 and replace these with a generalised notification preclusion, ie: *Applications under this rule are precluded from being publicly or limited notified*.

Cost/Benefit Assessment

The costs and benefits of Options 1 to 3 are detailed in the table below.

Option 1: Retain the status quo
The intent of the existing notification clauses is to align SUB-R1 with clause 5(3) of Schedule 3A and it largely achieves this outcome. However, the existing wording has introduced uncertainty as to whether or not the notification clause can be achieved. This has resulted in additional costs associated with the preparation and assessment of resource consent applications made under this rule. Retaining the status quo will retain this uncertainty and the associated economic costs. The effects of a subdivision are typically generated by the land use activities and not the subdivision of land and buildings. Therefore, there are negligible environmental, social or cultural costs or benefits associated with retaining the status quo.
Effectiveness and efficiency Option 1 is not an efficient or effective method of achieving clause 5(3) of Schedule 3A and creates inefficiencies for Plan users.
Overall evaluation of Option 1 <u>Option 1 is not recommended.</u>

Option 2: Delete the existing notification clauses under SUB-R1 and replace these with a new notification clause as follows: *Public and limited notification is precluded where an allotment created under the subdivision is capable of accommodating residential unit(s) that would be permitted under the HRZ or MRZ standards that apply*	
This option would retain the intent of the existing notification clauses, by precluding limited or public notification where the residential building standards are met. It simplifies the wording and removes the requirement to *'fully comply'* with the building standards, as only the applicable standards would need to be met. There are negligible environmental, economic social or cultural costs or benefits associated with this option. However, this option does not remove all uncertainty or expense as it will still be necessary for both the applicant's consultant and the Council's planner to undertake an assessment to identify whether the standards are met. Note that this assessment is necessary in order to determine whether or not land use consent is required, so is unlikely to create significant expense.	
Effectiveness and efficiency Option 2 is considered to be an effective and efficient option to address the issue as it clarifies the wording of the notification clauses while retaining their original intent. However, it is not considered to be the most effective option as existing uncertainty and costs will be retained.	
Overall evaluation of Option 2 <u>Option 2 is not recommended.</u>	
Option 3: Delete the existing notification clauses under SUB-R1 and replace these with a generalised notification preclusion, ie: *Applications under this rule are precluded from being publicly or limited notified*.	
This option would retain the intent of the existing notification clauses and provide alignment with clause 5(3) of Schedule 3A. It would also align with the notification clauses under SUB-R2.2, SUB-R5.1 and SUB-R5.2 and be consistent with the information in the 'How the Plan Works' section of the District Plan. Noting that the effects of the land use consent would be assessed if land use consent was also required, and that the land use rules have notification clauses that would come into play if the building standards were/were not met, there is no need to require either limited or public notification with respect to the subdivision. There are negligible environmental, economic social or cultural costs or benefits associated with this option. Additionally, this option removes the uncertainty and expense associated with Options 1 and 2 above. *Effectiveness and efficiency* Option 3 is considered to be an effective and efficient option to address the issue as it achieves clause 5(3) of Schedule 3A of the RMA, provides consistency within the subdivision rules and removes uncertainty and costs associated with the preparation and assessment of subdivision applications.	**Benefits** *Environmental* • Helps avoid d post-develop *Economic* • Cost of obtair cost savings l of easements legal disputes *Social* • Avoids future between land • Promotes fair outcomes by arrangement • Increases cert infrastructure *Cultural*

Overall evaluation of Option 3 For the reasons set out above, Option 3 is recommended.	Nil.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting as:

- The issue is well understood, and the recommended option provides greater alignment with the RMA, while remaining consistent with the objectives and policies of the District Plan; and
- Overall, the risk of not acting is considered to be greater than the risk of acting.

Consultation

The Council's Resource Consents Team is supportive of the change.

Recommended Option

Following the assessment above, Option 3 is the recommended option.

Recommended Changes

SUB-R1		**Subdivision for the purpose of the construction and use of residential units in the Medium Density Residential Zone or High Density Residential Zone**
	Medium Density Residential Zone High Density Residential Zone	1. Activity status: **Controlled** Matters of control are: 1. The provision of practical, physical and legal access from each allotment directly to a formed legal road or by registered right of way; 2. The provision of a water supply connection to the Council's reticulated water supply system for each allotment sufficient to meet the levels of service in the Wellington Water Regional Standard for Water Services v3.0 December 2021 and the requirements of the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008; 3. The provision of a wastewater disposal connection to Council's reticulated wastewater system for each allotment sufficient to meet the level of service in the Wellington Water Regional Standard for Water Services v3.0 December 2021; 4. The provision of a stormwater connection to Council's reticulated stormwater system for each allotment sufficient to meet the level of service in the Wellington Water Regional Standard for Water Services v3.0 December 2021; 5. The provision of fibre optic cable connections to the legal boundary of each allotment; 6. The provision of electricity connections to the legal boundary of each allotment. Notification status: Applications under this rule are precluded from being publicly or limited notified. ~~Applications under this rule are precluded from being publicly notified or limited notified if the subdivision is only associated with residential units that fully comply with density standards MRZ-S1, MRZ-S2, MRZ-S3, MRZ-S4, MRZ-S5, MRZ-S6, MRZ-~~

		~~S7 and MRZ-S8 in the Medium Density Residential Zone; or HRZ-S1, HRZ-S3, HRZ-S4, HRZ-S5, HRZ-S6, HRZ-S7, HRZ-S8 and HRZ-S9 in the High Density Residential Zone.~~ ~~Applications under this rule are precluded from being publicly or limited notified if the subdivision is associated with an application for the construction and use of 4 or more residential units that comply with density standards MRZ-S1, MRZ-S2, MRZ-S3, MRZ-S4, MRZ-S5, MRZ-S6, MRZ-S7 and MRZ-S8 in the Medium Density Residential Zone; or HRZ-S1, HRZ-S3, HRZ-S4, HRZ-S5, HRZ-S6, HRZ-S7, HRZ-S8 and HRZ-S9 in the High Density Residential Zone.~~ ~~Applications under this rule are precluded from being publicly notified if the subdivision is associated with an application for the construction and use of 1, 2, or 3 residential units that do not comply with 1 or more of density standards MRZ-S1, 7202,MRZ-S2, MRZ-S3, MRZ-S4, MRZ-S5, MRZ-S6, MRZ-S7 and MRZ-S8 in the Medium Density Residential Zone; or HRZ-S1, HRZ-S3, HRZ-S4, HRZ-S5, HRZ-S6, HRZ-S7, HRZ-S8 and HRZ-S9 in the High Density Residential Zone.~~

Consequential Amendments

No consequential changes are required.

Wellington City District Plan – Omnibus Plan Change Consideration of Easements as Matters of Control/Discretion
Scope of Proposed Change To amend SUB-R1, SUB-R2, SUB-R3, SUB-R4 and SUB-R5 to include easements as a matter of control/discretion and to amend the rule framework to provide the Council with control/ discretion to impose conditions easements for all subdivision activities. Additionally, to amend the chapeau of SUB-R2 for clarification as to when this rule applies.
Background This issue was previously raised through the Proposed District Plan hearings, specifically via the submission of Kāinga Ora[1] that opposed the matter of control and associated matter of discretion *'any consent notices, covenants, easements or other legal instruments necessary'*, and sought that all rules in the Subdivision chapter are amended to remove this matter in relation to controlled and restricted discretionary activities[2]. The Independent Hearing Panel accepted Kāinga Ora's submission and recommended deletion of these references. However, the Resource Consent Team have identified that the lack of provisions for easements on subdivisions is an issue in the resource consenting space, particularly for rules with Controlled and Restricted Discretionary activity status, where without control/discretion being specified in the rules, conditions can only be imposed by agreement of the applicant (ie as Augier conditions). The certificate of compliance process for permitted subdivision activities does not provide for any conditions, and therefore the ability to consider easements in memorandums has been causing problems. As such, subdivisions where easements are necessary should not be a Permitted Activity. To resolve this, a new Controlled Activity rule could be added under SUB-R2. This change would enable consideration of easements, where the subdivision was around existing buildings that required the establishment of easements. Surveyors typically include easements in a Memorandum of Easements on the survey plan submitted with a resource consent application, which means Land Information New Zealand (LINZ) has the ability to legally create the easements on deposit of the survey plan and include them on the Record(s) of Title for any new allotments. To ensure this process occurs, the Council's Subdivision Compliance Officer requires that there is a condition on the subdivision consent requiring that any easements identified on the survey plan are duly granted and reserved. Meeting this requirement is necessary to obtain certification for the subdivision under section 223 and/or 224 of the RMA. Certification from the Council is necessary before deposit of the survey plan with LINZ and the issuing of title(s). Easements can only be surrendered with the Council's approval (section 243 RMA). Hence without control or discretion in the rules, there is a risk that the appropriate easement conditions will be included on a resource consent decision (i.e. if the applicant does not agree to these conditions), creating an issue with the lawful establishment of the easements. The rules where an additional matter of control/discretion is required are SUB-R1, SUB-R2, SUB-R3, SUB-R4 and SUB-R5. The remaining subdivision rules are all applied in conjunction with these rules.

[1] Submission points 391.194 and 391.195
[2] Section 42A Report: Subdivision

Draft for consultation

Easements are important for the following reasons:

- Easements provide a legal right for access to property that would otherwise be landlocked or physically difficult to access.
- Easements provide a legal right for services serving one lot to pass through another (three waters, telecommunication including broadband & power supply).
- With stratum freehold subdivision, easements provide a right of support so a lower lot cannot compromise structures which support a building on the lot above.
- With housing developments that have common walls between units, party wall easements in a freehold subdivision provide for the protection of these so adjoining unit owners cannot compromise the common wall between their units.
- Other easements can also be desirable such as easements for access rights for maintenance or parking but are used less often so referencing these is probably not necessary.

Assessment of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- **Option 1:** Retain the status quo
- **Option 2:** This option involves amending SUB-R1 through to SUB-R5 to include easements as a matter of control/discretion and to amend the rule framework to enable Council to have control/discretion of easements for all subdivision activities. The addition of a Controlled Activity rule within SUB-R2 is also required.

Cost/Benefit Assessment

Option 1: Retain the status quo	
Costs	**Benefits**
Environmental • The benefits (listed above) would not be achieved. • Reactive and inefficient responses to access/service issues. • Greater risk of legal disputes or constraints on infrastructure upgrades. *Economic* • Potential future costs for developers or landowners associated with obtaining Title or ensuring ongoing access. • Possible delays or redesigns when infrastructure or services are constrained by lack of easements. *Social* • Higher risk of future legal disputes over access to infrastructure or services. *Cultural* • Nil.	*Environmental* • Nil. *Economic* • Lower short-term consenting complexity. • Lower upfront compliance and consenting costs for developers (e.g. no need to survey or register easements). • More certainty for developers in processing times. *Social* • Nil. *Cultural* • Nil.

Draft for consultation

Effectiveness and efficiency Option 1 is not considered to be an effective or efficient option to address the resource management issue as it results in the Council not being able to require and facilitate (through subdivision certification) the lawful establishment of easements.	
Overall evaluation of Option 1 <u>Option 1 is not recommended.</u>	
Option 2: • **Amend SUB-R1 through to SUB-R5 to include easements as a matter of control/discretion and to amend the rule framework to enable the Council to have control/discretion over easements for all subdivision activities, except where no new easements are required** • **Amend the chapeau of SUB-R2 to clarify its application** • **Add new Controlled Activity rule under SUB-R2 to enable consideration of easements and esplanade strips and reserves**	
Costs *Environmental* • Nil. *Economic* • Cost for resource consent where previously a permitted activity – associated requirements to meet any conditions prior to certification. • Increases upfront consenting and legal costs (e.g. survey plans, easement instruments). *Social* • Nil. *Cultural* • Nil.	**Benefits** *Environmental* • Helps avoid disruption to essential services post-development. *Economic* • Cost of obtaining resource consent is offset by cost savings later with issues regarding legality of easements - reduces likelihood of costly legal disputes over access rights. *Social* • Avoids future disputes between neighbours or between landowners and the Council. • Promotes fair and transparent development outcomes by ensuring long-term access arrangements are visible and secure. • Increases certainty for property owners and infrastructure providers. *Cultural* • Nil.
Effectiveness and efficiency Option 2 is considered to be an effective and efficient option to address the resource management issue as it results in the Council being able to include resource conditions in relation to easements, thereby ensuring these are provided and legally established.	
Overall evaluation of Option 2 <u>Option 2 is recommended.</u>	

Draft for consultation

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting as:

- The issue is well understood, and the recommended option provides greater alignment with the RMA, while remaining consistent with the objectives and policies of the District Plan; and
- Overall, the risk of not acting is considered to be greater than the risk of acting.

Consultation

No consultation is required to inform a recommended option.

Recommended Option

Following the assessment above, Option 2 is the recommended option.

Recommended Changes

SUB-R1	**Subdivision for the purpose of the construction and use of residential units in the Medium Density Residential Zone or High Density Residential Zone**
Medium Density Residential Zone High Density Residential Zone	1. Activity status: **Controlled** Matters of control are: (...) 7. Any easements necessary.

SUB-R2	**Subdivision around an existing lawfully established building or buildings (excluding accessory buildings) approved as part of a resource consent application that ~~which~~ does not result in the creation of any new undeveloped allotment**
All Zones	1. Activity status: **Permitted** Where: a. The subdivision is not located in the General Rural Zone, the Large Lot Residential Zone or the Future Urban Zone; and b. Compliance with the following standards is achieved: i. SUB-S1; ii. SUB-S2; iii. SUB-S3; iv. SUB-S4; v. SUB-S5; and vi. SUB-S7; and c. The subdivision will not increase the degree of non-compliance with land use standards of the applicable Zone~~.~~; and d. No new easements are required.
All Zones	2. Activity status: **Controlled** Where: a. Compliance with SUB-R1.a to SUB-R1.c is achieved; and b. Compliance with SUB-R1.d is not achieved.

Draft for consultation

	Matters of control are: 1. Any easements necessary.
All Zones	~~2.~~3. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of SUB-R2.1b is not achieved. Matters of discretion are: 1. The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P5, SUB-P8; and SUB-P9; 2. The extent and effect of non-compliance with any relevant Standard as specified in the associated assessment criteria for the infringed standards; 3. Site access and the design of any vehicle parking and associated manoeuvering areas proposed~~.~~ ; and 4. Any easements necessary.
All Zones	~~3~~. 4. Activity Status: **Discretionary** Where: a. Compliance with the requirements of SUB-R2.1.a or SUB-R2.1.c is not achieved.

SUB-R3	**Boundary adjustments**
	2. Activity status: **Controlled** Matters of control are: (...) 5. Any easements necessary. 3. Activity status: **Restricted Discretionary** Matters of discretion are: (...) 7. Any easements necessary.

SUB-R4	**Subdivision to create a new allotment for infrastructure**
	1. Activity status: **Controlled** Matters of control are: (...) 3. Any easements necessary. 2. Activity status: **Restricted Discretionary** Matters of discretion are: (...) 4. Any easements necessary.

Draft for consultation

SUB-R5	Subdivision that creates any vacant allotment, excluding new allotments for infrastructure
	1. Activity status: **Controlled** Matters of control are: (...) 3. Any easements necessary. 2. Activity status: **Restricted Discretionary** Matters of discretion are: (...) 7. Any easements necessary. 3. Activity status: **Restricted Discretionary** Matters of discretion are: (...) 4. Any easements necessary.

Consequential Amendments

No consequential changes are needed.

Draft for consultation

Wellington City District Plan – Omnibus Plan Change SUB-R15 - Relevant Matters of Control and Discretion
Scope of Proposed Change In SUB-R15 (Subdivision of land within the coastal environment outside of high coastal natural character areas and outside of coastal margins and riparian margins), replace the reference to PA-P1 with PA-P2 in the matters of control listed in SUB-R15.1 and the matters of discretion listed in SUB-R15.2 to correct an identified error in the rules.
Background PA-P1 (Appropriate activities) is a policy that seeks to enable activities within coastal and riparian margins. The issue being is that SUB-R15 only applies to subdivision outside of coastal and riparian margins. Therefore PA-P1 has no relevance in the context of this subdivision rule. Instead, the relevant Public Access policy that should be referenced is PA-P2 (Maintenance and enhancement of public access) which, among other matters, seeks that public access is maintained and enhanced to, along, or adjacent to the coast and waterbodies by: 1. *Ensuring that subdivision design and layout in and along coastal and riparian margins allows for public access to the coastline and waterbodies;* 2. *Requiring the creation of esplanade reserves and/or esplanade strips along the coastal environment and waterbodies (in accordance with SUB-P8);* It is evident that PA-P2 is the appropriate Public Access policy that should have been referenced in SUB-R15. This issue likely arose from policy renumbering during the drafting of the Proposed District Plan.
Assessment of Options For the purposes of this evaluation, the following options have been considered: **Option 1 - Status quo (retain PA-P1 as a matter of control / discretion in SUB-R15)** This is not the intent of the rule and inhibits the rule from functioning as intended. This creates inefficiencies with the implementation of the Plan. **Option 2 – Replace references to PA-P1 with PA-P2 in SUB-R15** This would ensure the rule can operate as intended with the correct Public Access policy being referenced in SUB-R15. Amending the matter of control in SUB-R15.1 and matter of discretion in SUB-R15.2 enables the rules to be implemented as was originally intended and will have no economic, environmental, social or cultural costs or benefits that have not been previously assessed in the Subdivision Section 32 Report.
Consultation No consultation has been undertaken.

Recommended Option

Following the assessment above, Option 2 is recommended.

Recommended Change

SUB-R15 Subdivision of land within the coastal environment outside of high coastal natural character areas and outside of coastal margins and riparian margins
SUB-R15.1 … Matters of control are: 1. The matters in ~~PA-P1~~PA-P2, SUB-P9 and SUB-P23. **SUB-R15.2** … Matters of discretion are: 1. The matters in ~~PA-P1~~PA-P2, SUB-P9 and SUB-P23.

Wellington City District Plan – Omnibus Plan Change **EW-R2: Earthworks for the purposes of constructing and maintaining tracks associated with permitted activities in the General Rural Zone**
Scope of Proposed Change To amend the title of EW-R2 to clarify that this only applies to permitted *'rural activities'* and *'conservation activities'* in the General Rural Zone, and not all permitted activities (as is currently implied).
Background An issue has been raised by Council staff about the application of EW-R2 that the rule permits all tracks in the General Rural Zone (GRUZ) without any consideration of the size and quantity of earthworks, or whether the tracks are in fact necessary. This issue was raised by the reporting officer (paragraph 270 of the Earthworks S42A Report) but not recommended by the IHP because *"There does not seem any reason why all permitted activities in the GRUZ could not construct and maintain tracks"* (paragraph 521 of Report 5C). The Council's Compliance and Monitoring Team have identified issues with monitoring and enforcing the operative rule, including that once people have a consented dwelling they can make as many tracks as they like, as long as they claim they are associated with a residential activity (permitted under GRUZ-R1). In their view, the word 'associated' does not place any responsibility on the person undertaking the earthworks to prove that the earthworks are necessary. This presents an issue because of concerns associated with rural tracks, including ongoing erosion, destabilising slopes, and run-off entering waterways. Hence the Compliance and Monitoring Team experience applying the rule differs from the intended outcomes of the IHP and is creating adverse environmental effects. As EW-R2 currently implies these works are permitted, there is no means to require remediation of these effects or to undertake enforcement in accordance with section 17 of the RMA.
Issue That the title of EW-R2 is too broad and requires refinement for effectiveness.
Assessment of Options <u>Option 1: Status Quo</u> Operative EW-R2 permits tracks associated with any permitted activity in the General Rural Zone, ie any permitted activity at GRUZ-R1 to GRUZ-R14 (GRUZ: Land Use Activities). By way of example this would include a home business, residential activity, and visitor accommodation. EW-R2 would therefore enable tracks associated with these activities without being subject to the other overlay earthworks rules. <u>Option 2</u> Amend EW-R2 to limit the application of the permitted activity rule to tracks associated with permitted rural activities and permitted conservation activities in the General Rural Zone. These activities are set out at GRUZ-R1.1 and GRUZ-R6.1. Tracks not associated with these permitted activities would then be assessed under EW-R4 (General earthworks).

As detailed at paragraph 270 of the Earthworks S42A Report, the proposed change would enable earthworks in the GRUZ where these are associated with the construction or maintenance of tracks, where the tracks are associated with *'rural activities'* as defined in the 2024 District Plan, or the construction and maintenance of tracks associated with *'conservation activities'* (also defined in the Plan.

This approach aligns with GRUZ-O2:

> *Activities and development maintain or enhance the predominant character, amenity and biodiversity values of the General Rural Zone, including the prevalence of natural features over man-made features, a low density and scale of buildings and structures, and a general absence of urban infrastructure.*

Cost/Benefit Assessment

The options are assessed below. The assessment is additional to information in the Section 32 - Part 2 - Earthworks, and is limited to the effect of the changes.

Option 1: Retain the status quo	
Costs *Environmental* • Greater potential for adverse environmental effects (e.g., erosion, sedimentation, landform modification, vegetation clearance) from tracks constructed for activities that are not rural or conservation-related. • Could lead to cumulative effects, particularly where multiple permitted activities occur. *Economic* • Nil. *Social* • Nil. *Cultural* • Nil.	**Benefits** *Environmental* • Enables small-scale earthworks for permitted activities without requiring resource consent, reducing regulatory burden for minor, low-impact developments. *Economic* • No resource consent fees for constructing tracks for permitted activities. *Social* • Nil. *Cultural* • Nil.
Effectiveness and efficiency Option 1 is not considered to be an effective or efficient option to address the resource management issue.	
Overall evaluation of Option 1 Option 1 is not recommended.	
Option 2: Limit the application of the permitted activity rule to tracks associated with permitted	

rural activities and permitted conservation activities in the General Rural Zone	
Costs *Environmental* • May prevent or delay some non-rural tracks due to additional consenting requirements. *Economic* • Additional costs for landowners or developers undertaking non-rural permitted activities. *Social* • May limit flexibility for community groups or landowners undertaking permitted non-rural activities (e.g., recreational use). *Cultural* • Nil.	**Benefits** *Environmental* • Supports rural and conservation activities by maintaining efficient track development for these anticipated activities. *Economic* • Nil. *Social* • Improved community confidence that earthworks are appropriately managed and that rural character is preserved. *Cultural* • Nil.
Effectiveness and efficiency Limiting the application of the permitted activity rule to tracks associated with permitted rural and conservation activities is considered an effective and efficient method of achieving the higher order objectives of the District Plan and the purpose of the General Rural Zone. The change ensures that earthworks which support rural and conservation activities can proceed without unnecessary regulatory barriers, while enabling more robust assessment of earthworks associated with other activities that may generate greater environmental effects. This targeted approach aligns with rural character and land use expectations, and provides a clear regulatory framework that supports implementation of policy direction relating to activities anticipated in the rural zone.	
Overall evaluation of Option 2 Option 2 is considered to be the most effective and efficient option.	

Recommendation

Following the assessment above, option 1 to amend EW-R2 to limit the permitted activity rule to rural activities and conservation activities in the General Rural Zone is the preferred option.

Consultation

Planners in the Council's Resource Consents Team are supportive of the change.

Recommended Change

EW-R2: Earthworks for the purposes of constructing and maintaining tracks associated with permitted rural activities and conservation activities in the General Rural Zone

Wellington City District Plan – Omnibus Plan Change

Update References to the Code of Practice for Land Development

Scope of Proposed Change

To adopt an updated Code of Practice for Land Development 2025 that replaces the Code of Practice for Land Development 2012; and, to update references in the 2024 District Plan to reflect this change.

Background

The Code of Practice for Land Development (the Code) is a document that guides various development standards required by the Council. The Code sets out the technical engineering criteria for approving the design and construction of developments, and for assets to be vested in Council to ensure acceptable construction methodology and material with thorough testing criteria.

The Code of Practice for Land Development 2012 (2012 Code) largely sits outside of the 2024 District Plan, with the 2024 District Plan implementing standards directly into the Plan. However, Part B - *Earthworks Design and Construction* is incorporated through assessment criteria within the Earthworks chapter and the full 2012 Code is as a matter of discretion for resource consents within the Subdivision chapter.

The 2012 Code underwent a comprehensive update process in advance of the Proposed District Plan (PDP) notification in 2022. The Draft Code of Practice for Land Development 2022 (2022 Draft Code) was not carried through the PDP process.

To enable the references in the assessment criteria to be updated to the Code of Practice for Land Development 2025 (2025 Code), Part B – *Earthworks Design and Construction* is being notified as a document incorporated by reference alongside Plan Change 1 to the 2024 District Plan.

As well as incorporating Part D – *Earthworks Design and Construction* into the plan, the wider 2025 Code will be updated alongside Plan Change 1. This includes updated content to reflect current Council processes, alignment with relevant national standards, Wellington-specific variations where appropriate and updates to align with Council Bylaws.

Issue

Issue 1: The primary issue is that the Code of Practice for Land Development 2012 is out of date.

- It is not aligned with modern national / international standards.
- It is not aligned with Council plans, policies and bylaws.
- It does not reflect Council requirements and practices.
- It has not been amended to reflect the changes to water services, which are now managed through the Regional Standard for Water Services, and the 2024 District Plan.
- It has not been amended to create consistency with the 2024 District Plan, which has incorporated a large suite of standards into the plan, rendering some content within the Code of Practice for Land Development 2012 redundant.
- The references to the document in the 2024 District Plan still reference the Code of Practice for Land Development 2012.

Issue 2: SUB-P8 is a water servicing provision that engages the entire Code of Practice for Land Development across the Subdivision chapter.

This is an issue because the scope of the Code is wider than just water servicing. Insofar as the Code covers water servicing, it references external documents. This means that the remainder of the content of the Code is unnecessarily engaged as a matter of discretion through SUB-P8, where this policy is only mean to cover water servicing.

Proposed Amendments

The proposed Code of Practice for Land Development 2025 can be found here. This is a variation on the Code of Practice for Land Development drafted in 2022. The primary changes that between the 2022 Draft Code and the 2025 Code are summarised below:

General changes

- Updates to remove content where the 2024 District Plan covers it, or references to District Plan regulation where relevant.
- Amendments to language for efficiency.
- Updating to newer relevant standards.
- Aligning with Council standard practice and updated bylaws, policies and plans.
- Updating format of applications.

Foreword, bibliography, definitions

- Incorporation of definitions from updated relevant standards, particularly in reference to the Earthworks section.

Section A – General Subdivision Practice

- Updates to align with Council policy, strategy and bylaws.
- Reflect updated Council practices:
    - Removal of street planting costs section as it is inefficient and does not work well.
    - Reflect Corridor Access Request systems
    - Requirements for as-built plans.
- Updated means of providing plans and data to reflect modern practices and systems.
- Updated survey coordinate system.

Section B – Earthworks design and construction

- Including material and definitions to align with best practice from NZS 4431:2022 - Code of Practice for Earth Fill for Residential Development.

Section C – Road design and construction

- Alignment with One Network Framework and other guidance from NZTA Waka Kotahi.
- Retaining relevant content from the 2012 Code of Practice, that was removed in the 2022 Draft.
- Principles for roading design.
- Increasing connectivity.
- Ensuring roading is fit-for-purpose.
- Alignment with District Plan.
- Removing guidance on out-of-date practices.
- Accessibility.

Section D & E – Wastewater and stormwater network design (D) and Water supply design and construction (E)

- No changes here as these are managed externally. These sections direct applicants on where these are managed.
- The two sections were combined as the source of truth for their management is the same location (Now just Section D).
- Reference has been added for Council's Water Services Bylaw 2024.

Section F – Open Spaces (Noting that this will consequentially change to Section E)

- Content from the 2012 Code is currently unused by Council officers due to poor application for open spaces.
- In practice, Council officers managing open space are using best practice derived from SNZ 4404:2010 - *Land development and subdivision infrastructure* through reserves agreements and consent conditions.
- Directions from SNZ 4404:2010 - *Land development and subdivision infrastructure* are modified to:
    - Provide consistency with existing Council strategies, policies, plans and guidelines.
    - Council Parks, Sports and Recreation operation budgets as they relate to the maintenance of assets.
    - Wellington's climate and topography.

Subdivision chapter

SUB-P8 is proposed to remove the reference to the Code of Practice for Land Development in its entirety. Through the changes in the *Section 32 Report on Three Waters provisions in the Three Waters and Subdivision Chapters,* a reference to the Regional Standard for Water Services has been added as shown below:

SUB-P8	**Servicing** Require all allotments created by any subdivision to be adequately serviced such that: 1. In urban areas, suitable access, connections to public reticulated water supply, wastewater and stormwater management networks are provided in accordance with the ~~Council's Code of Practice for Land Development~~ Wellington Water Regional Standard for Water Services v3.1 December 2024; …

Earthworks chapter

The Earthworks chapter contains several references to the 2012 Code through assessment criteria for certain standards. The existing references are contained within the following standards:

- EW-S2 (Cut height and fill depth)
- EW-S3 (Existing slope angle)
- EW-S7 (Height of structures used to retain or stabilise landslips)

The references to the 2012 Code are identical in each of these standards. The updates to the reference are proposed to take the following form in each case:

x. Whether the structures are designed in accordance with the relevant provisions of:
    x. The earthworks and design construction criteria in Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land Development 2025; and…

The following Earthworks standards are proposed to include reference to the Earthworks section of the 2025 Code as an assessment criteria when the standard is breached:

- EW-S1 (Area)
- EW-S5 (Dust management)
- EW-S6 (Site reinstatement)
- EW-S10 (Earthworks on a heritage site)
- EW-S11 (Earthworks in areas of high coastal natural character overlays)
- EW-S12 (Earthworks in coastal or riparian margins)
- EW-S13 (Earthworks within outstanding natural features and landscapes; special amenity landscapes; ridgelines and hilltops overlay; or the ridgetop area of the Upper Stebbings and Glenside West Development Area)

The new assessment criteria will be as follows:

Whether the earthworks are undertaken in accordance with the relevant provisions of Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land Development 2025.

Assessment of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- Option 1: Status quo – retain the 2012 Code of Practice for Land Development
- Option 2: Update the Code of Practice for Land Development for 2025, and amend references within the 2024 District Plan.

Cost/Benefit Assessment

Option 1: Status quo – retain the 2012 Code of Practice for Land Development.

Costs

- The 2012 Code includes three waters standards which are now managed through the Regional Standard for Water Services, creating inconsistencies.
- The standard relies on out-of-date references and content to national and international standards, Council by-laws and standard practices.
- The 2024 District Plan has become operative which includes a wide variety of permitted activity standards for Earthworks, Subdivision, Three Waters and other matters that were previously managed through the 2012 Code. There will be misalignment between the 2012 Code and the requirements of the 2024 District Plan if the 2012 Code is retained.
- The revised content in the 2022 Draft Code will remain unused.

Benefits

- There are no identified benefits to retaining the 2012 Code of Practice for Land Development

Efficiency and effectiveness

Option 1 is not considered to be an effective method of providing an up-to-date and effective Code of Practice for Land Development. Because of the inconsistencies with other processes and out-of-date content, Option 1 will create confusion and not be an effective tool.

Overall evaluation of option 1
Option 1 is not recommended.

Option 2: Update the 2022 Draft Code of Practice for 2025 Code, and amend references within the 2024 District Plan.

Costs

- Best practice may at times require input from specialists, which can add costs to the resource consent process.
- Whilst not a cost specific to the 2025 Code, the Code often has discretionary elements that add a degree of uncertainty of requirements. This cost is mitigated by the fact that the Code is not a strict requirement under the 2024 District Plan and rather acts as guidance informing resource consent conditions where discretion to consider it is reserved.

Benefits

- The 2025 Code creates alignment with the 2024 District Plan by pointing to the Plan where it is the Plan that directly manages a matter, and removing overlapping content.
- Content from national and international standards has been drawn from those standards and incorporated into the 2025 Code.
- The Council has updated bylaws, policies and plans in the time since the 2012 Code was published. The 2025 Code has been updated to align and reflect these.
- Since 2012, the format of applications such as as-built plans has been updated, as well as Council systems and processes generally. Where this has occurred, the 2025 Code has updated requirements and references to these systems.
- The 2025 Code condenses Section D & E (Wastewater, Stormwater and Water Supply Network Design and Construction) and expressly references the external documents that manage these matters. This also references the Council's Water Services Bylaw 2024 which provides further direction on Water Services.
- The 2025 Code aligns with standards, guidance and resources that internal Council teams will point to on matters of land development.
- The provisions that engage SUB-P8 will now only engage the elements of the Code that relate to servicing of subdivisions.
- By amending the reference to the Code within SUB-P8, we reduce the risk of irrelevant elements of the Code unintentionally being engaged as a requirement throughout the Subdivision chapter, where discretion is reserved to consider SUB-P8 and ensuring only the relevant content in the Regional Standard for Water Services is engaged through this policy.
- Updated and additional references within the assessment criteria for the listed Earthworks standards will enable the content in the earthworks design and construction section to inform resource consents when these standards are breached. This will provide guidance on a variety of matters on the earthworks design and construction to ensure that the breach of the standards can be appropriately assessed.

Efficiency and effectiveness

Option 2 is an effective way of addressing the overarching issues with the 2012 Code by adopting the Code of Practice for Land Development 2025 and updating the references in the District Plan, which addresses:

- Aligning with Council plans, policies and bylaws
- Alignment with modern regulation
- Incorporating updated best practice
- Alignment with Council practices and requirements.

Overall evaluation of option 2
For the reasons detailed above, Option 2 is recommended.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

By not acting, the Code of Practice for Land Development 2012 will remain thoroughly out of date and inconsistent with modern Council regulations, and National and International standards.

Regulations that have superseded the 2012 Code have the potential to create issues when the Code directs one matter, but the new regulation directs it otherwise.

Consultation

In advance of the initial 2022 Draft Code of Practice, consultation was undertaken with:

- Council staff:
  - Staff developing the Transport chapter of the Proposed District Plan
  - Geotechnical team
  - Transport and Roading Team
  - Resilience Team
  - Parks, Sports and Recreation Team
  - Water Sensitive Urban Design Team
  - Wellington Water Limited
- The wider development community.
- Review of other Territorial Authorities and their approach to similar documents.

Through the update conducted in 2024 / 2025, the draft 2025 Code was again circulated to relevant internal Council teams to provide any comments or updates to the document:

- Earthworks and Subdivision
- City Transport and Infrastructure Team
- Resource Consents Team
- Parks, Sports and Recreation Team
- Strategy, Policy and Research Team
- Subsurface Asset Register Team
- Building Consents Team
- Compliance and Monitoring Team
- Encroachments Team.

In accordance with clause 34 to Schedule 1 of the RMA, public notice of the Council's intent to update a document incorporated by reference in the District Plan was served on 6 May 2025.

Feedback received through this process is detailed in the table below.

Feedback received from	Feedback	Response
Spencer Holmes Limited	*Spencer Holmes Limited raised concerns that the Code of Practice for Land Development should not be incorporated into the plan as a permitted activity standard, rather it should be limited to use as guidance material for assessment criteria.*	The Code of Practice for Land Development is already referenced in the 2024 District Plan through assessment criteria. An update to the document is undergoing this process to ensure that updates are reflected in these references. Beyond this, the Code of Practice for Land Development does not act as permitted activity standards in the District Plan.

Eleonora Sparagna and Steve Watson	*Concerns raised that the code:* - *Increased complexity does not result in better outcomes.* - *More detailed rules requires more specialists, increasing costs.* - *The current approach stifles innovation.* - *Seeking to replace the Code of Practice with a simplified version which identifies a set of international / National standards, which can evolve over time.* *Remove Council from the process as much as possible.*	The Code of Practice largely implements content from recognised national standards. The District Plan rules, specified standards and requirements have precedence over the Code of Practice requirements. The Code of Practice specifies the construction standards required for assets to be vested in Council to ensure acceptable construction methodology and material with thorough testing criteria. Without adequate testing of the constructed assets by the developer, it is impossible to know the quality of the finished assets. This is particularly the case with underground assets and those covered by innovative materials. It is unacceptable for Council to takeover assets from the developer for future maintenance and liability responsibility without knowing the quality and durability of the constructed assets to be vested in Council.
GWRC	GWRC expressed support for the following provisions: - Overall support for the 2025 Draft Code - Provisions that contribute to more walkable neighbourhoods and promotion of safe, efficient and effective public transport services. - C.1.1 – *Road Categories* - C.1.3.1 – *Roading Design Principles* - *Roading design principles* sub-clauses 1-5 - *Public Transport* sub-clauses 2-4 - C.3.1 – *General Requirements* - C.3.3 – *Widths* - C.4.3 – *Road Lighting* - C.4 – *Road Amenity and Berm Construction*	Noted.
GWRC	GWRC recommended an amendment to C.1.3.1 (Roading design principles) to clarify that households must be located with 400-800m walk of a stop or station on that bus route. This is consistent with current Regional Public Transport Plan.	It is impractical to specify that households are required to be located within 400-800m walk of a stop or station if there is currently no service in the vicinity, particularly greenfield developments.
GWRC	GWRC recommended an amendment to C.1.3.1 – *Roading Network Pattern* to consider: - Whether the term *'paths'* could be used and defined to	C.1.3.1 – *Roading Network Pattern* was amended in response to this to amend the term *'path'* to include cycle paths/shared paths, as well as pedestrian paths.

	include cycle paths / shared paths to cover all active transport methods. Consider removing the first criteria where variations may be justified (re. need for pedestrian, cyclists, public transport…) as this may essentially just provide an 'out' clause, which over time proves unjustified, but will be very difficult to retro-fit.	There is no guarantee that a path can be provided. There are other constraints to assess such as topography of development, gradient of path, stability of embankment and constructability.
GWRC	GWRC suggested that C1.4 – *Walking Network* be amended to strengthen the provision by adding *'safe and convenient use by pedestrians'*. GWRC also suggested considering how the description of pedestrians could be expanded to include specific reference to a range of mobility needs.	C.1.4 – *Walking Network* was amended to include *'safe and convenient use by pedestrians'.*
GWRC	GWRC recommended that C.1.5 – *Cycling Facilities* is amended to include: *'Care should be taken to ensure a street environment is designed for safe and convenient use by cyclists'.*	C.1.5 – *Cycling Facilities* was amended to include a sentence reflecting this recommendation.
GWRC	GWRC noted on C.1.6 – *Public Transport*: <u>Sub clause 1</u> There are some risks around a blanket provision like this. In isolation 150 homes would not support a bus route so just providing a through route, unless it is contiguous as part of a longer demand catchment, is no guarantee of public transport provision or that the through route is necessarily practical for public transport provision. A requirement for early consultation with GWRC for these larger subdivisions to inform development of a public transport accessibility plan would be a valuable addition to this clause – this would enable consideration of the practicality of potential future bus routes in the context of the wider bus network. GWRC suggests an amendment to sub-clause 1, para 2: *'Council Pavement Engineer will work in consultation with GWRC to assess the details of the road design and identify opportunities for pavement strengthening at bus stops and along bus routes'.*	C.1.6 was amended: - To include a requirement for subdivisions in excess of 150 homes to have early consultation with GWRC to inform development of the public transport accessibility plan. - To include a provision that Council Pavement Engineers will seek feedback from GWRC on the pavement design at bus stops along bus stop routes.

	GWRC suggests an amendment to sub-clause 3 – suggest amending text to read: *'Land development should be otherwise designed to maximise the number of sites within a 5 to 10 minute (400m-800m) walk of a rail station'* to align with the current Regional Public Transport Plan.	
GWRC	GWRC sought the following amendment to paragraph 3 of C.1.7 – *Tree Planting (Design*: *'Consideration shall also be given to positioning trees to avoid conflict with underground utilities, with bus stop locations i.e. to be located at least 33m away (either side) from bus stopping areas and with double deck buses at stops and along potential future bus routes and overhead services such as street lighting, overhead cabling and street signs'.* GWRC recommended the same provision in C.4.1 and C.4.2.	C.1.7, C.4.1 and C.4.2 –were amended to give provision to consider the setback of trees from existing or planned bus stops, and clear of double decker buses. This is restricted to a *'consider'* matter, as a 33m setback is significant and would make it impractical to include street trees in many areas. Trees as an important part of our streets — they provide shade, help cool the area, reduce runoff, and make neighbourhoods more pleasant. Whilst understanding of the need to account for the functioning of bus stops, including double deckers, this can be managed by choosing suitable tree species and keeping them pruned, rather than avoiding tree planting altogether. The consideration of potential future bus routes is too vague and cannot be considered in developments where there is no public transport provision, and none proposed in the near future.
GWRC	GWRC sought the following amendment to paragraph 3 of C.1.9.1 – *Traffic Calming Measures for Residential Areas* to ensure that bus services and passengers are not adversely impacted by the type and design of traffic calming measures: *'Vertical speed calming measures should be avoided on bus routes and where unavoidable must comply with NZTA guidance for appropriate design for buses'.*	C.1.9.1 – *Traffic Calming Measures for Residential Areas* was amended to include a reference to consider the NZTA Guidance for appropriate design for buses, noting that this is guidance only so *'comply with'* is inappropriate.
GWRC	In C.3.2 – *Footpath Design*, GWRC sought clarification of *'where appropriate'* in paragraph 1, due to it being too subjective.	Footpath design will meet AS/NZS 4121, however, *'where appropriate'* is intended to account for site constraints.
GWRC	GWRC sought a cross reference to the principles in C.1.3.1 in C.4 – *Road amenity and berm construction*	C.4 – *Road amenity and berm construction* was amended to include a cross reference to the principles in C.1.3.1.
GWRC	GWRC sought an amendment to C.4.1 and C.4.2 to add the requirement for street trees to be set back from bus stops (i.e. to be located at least 33m away (either side) from bus stopping	The Code was amended to consider the setback of trees from existing or planned bus stops, and clear of double decker buses.

	areas) and clear of double deck buses at stops and along potential future routes.	The consideration of potential future bus routes is too vague and cannot be considered in developments where there is no public transport provision, and none proposed in the near future.
GWRC	Generally, GWRC sought stronger references to universally accessible design methods (AS/NZS 4121 (Design for Access and Mobility – Buildings and Associated Facilities)) and RTS 14 (Guidelines for Facilities for Blind and Vision-impaired Pedestrians).	Whilst noting that the Code does reference these documents and much of the content is implemented through other instruments (NZ Building Code for example), we are open to further references to these two accessibility standards and will conduct further work to ensure that these are incorporated where they are required.
GWRC	GWRC sought that, insofar as the Code of Practice for Land Development impacts Public Transport, that the Code should identify the importance of early consultation with GWRC.	The code was amended to include a specific reference to early Consultation with GWRC within A.14 – *Consultation with Utility Authorities*.

Recommended Option

Following the assessment above, **Option 2** is the preferred option.

The 2025 Code, including *Part B – Earthworks Design and Construction,* is attached at Appendix A. It can also be viewed at this webpage.

Recommended Changes

Subdivision chapter

1. **Amend SUB-P8**

Note – this also reflects changes recommended through the Section 32 Report on Three Waters provisions in the Three Waters and Subdivision Chapters

SUB-P8	**Servicing** Require all allotments created by any subdivision to be adequately serviced such that: 1. In urban areas, suitable access, connections to public reticulated water supply, wastewater and stormwater management networks are provided in accordance with the ~~Council's Code of Practice for Land Development~~ Wellington Water Regional Standard for Water Services v3.1 December 2024; 2. Allotments in rural or other areas that are unable to connect to reticulated networks are of sufficient size and shape to accommodate on-site wastewater disposal, stormwater management, and water supply, including water supply for fire-fighting purposes; and 3. Suitable connections to telecommunications and electricity are supplied.

Earthworks chapter

2. **Amend assessment criteria under EW-S2: Cut height and fill depth, EW-S3: Existing slope angle and EW-S7: Height of structures used to retain or stabilise land slips**

x. Whether the structures are designed in accordance with the relevant provisions of:
   x. The earthworks and design construction criteria in Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land Development 2025; and…

3. **Add reference to Code of Practice for Land Development 2025 in the assessment criteria under EW-S1: Area, EW-S5: Dust management, EW-S6: Site reinstatement, EW-S10: Earthworks on the site of heritage building, heritage structures or on a site within a heritage area, EW-S11: Earthworks in areas of high coastal natural character within the Coastal Environment, EW-S12: Earthworks in coastal or riparian margins and EW-S13: Earthworks within: outstanding natural features and landscapes; special amenity landscapes; ridgelines and hilltops overlay; or the ridgetop area of the Upper Stebbings and Glenside West Development Area**

x. Whether the earthworks are undertaken in accordance with the relevant provisions of Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land Development 2025.

Consequential amendments

There are no consequential amendments required.

Wellington City District Plan – Omnibus Plan Change SUB-S5 - Telecommunications and power supply
Scope of Proposed Change To amend subdivision standards to include alternatives and exceptions for fibre optic connections in new subdivision allotments.
Background SUB-P8 requires adequate and suitable servicing of all subdivisions. Specifically, that *"[a]llotments in rural or other areas that are unable to connect to reticulated networks …. [s]uitable connections to telecommunications and electricity are supplied."* To achieve this policy requirement, SUB-S5 of the 2024 District Plan requires that all subdivision allotments have provisions for power supply and fibre optic cable connections. It has been identified that some zones have limited connection to fibre optic networks, specifically the General Rural Zone (GRUZ) and Large Lot Residential Zones (LLRZ). Furthermore, many open spaces do not require an internet connection and, due to the nature of activities occurring within this zone are unlikely to do so in the future (specifically the Natural Open Space Zone (NOSZ), Open Space Zone (OSZ) and Wellington Town Belt Zone (WTBZ)). A concern has been that there is no exception in situations where no connections for fibre optic cables are available and/or these are not required for the purpose of the site. SUB-S2 to SUB-S4 include exemptions for when water supply, wastewater disposal and stormwater connections to the reticulated public systems are unavailable. This assessment considers whether a similar approach is appropriate with respect to telecommunication connections. The assessment focuses on the telecommunications element of SUB-S5 and does not review the power supply element. The issue was raised by the Council's Resource Consents Team, who noted the inconsistency between SUB-S5 and the other standards, as well as the implication of potential prohibitive costs associated with subdivision in the abovementioned zones. No submissions on this matter were received during the Proposed District Plan (PDP) process. Current practice has been considered in respect of this topic, with a review undertaken of the following District Plan: Porirua City Council Proposed District Plan — Includes telecommunication standards for different zones. With Rural Zones, Open Space Zone, Special Purpose Zone, Future Urban Zone and Māori Purpose Zone (Hongoeka) allowing alternatives to fibre optic connection with written confirmation from *"a telecommunication network operator confirming that connection to a telecommunications network can be provided to all new allotments and describing how this can be achieved."* Other District Plans (including the Upper Hutt and Lower Hutt City Councils) do not include provisions for fibre optic connection.

Assessment of Options

There are two options for addressing the issue, being to:

1. Retain the status quo (require telecommunications and power supply connections in all zones);
2. Amend SUB-S5 so that this relates to power supply only and include a new (amended) SUB-S5a specific to telecommunications. Within SUB-S5a include zone-based telecommunications requirements with exemptions specific to zones where fibre optic connections are not available.

Option 1 – Retain the status quo:

In the GRUZ and LLRZ fibre optic connections are not always in place, in some cases the network providers will not provide fibre connections, and the onus would be on a landowner to provide new connections at the time of subdivision. The current provision that all new subdivision allotments must have fibre optic connections could be prohibitively expensive. It is also noted that in some locations the service providers may be unwilling or unable to provide the connections, thereby making it impossible for an applicant to meet the standard.

SUB-S5 does not align with the similar standards SUB-S2 – SUB-S4, which have provisions for situations where the reticulated public network is unavailable.

Noting that there is no Permitted Activity subdivision in the GRUZ, the implication would be that the Restricted Discretionary Activity status could not be met, and the more onerous Discretionary Activity status would apply.

Option 2 – Amend SUB-S5 so that this relates to power supply only and include a new (amended) SUB-S5a specific to telecommunications. Within the new SUB-S5a include zone-based telecommunications requirements with exemptions specific to zones where fibre optic connections are not available.

Amending the standard would provide for subdivision where fibre optic connection is not available, and/or not required. Specifically, in the LLRZ, GRUZ, NOSZ, OSZ and WTBZ.

In the NOSZ, OSZ and WTBZ, situations where fibre optic connection is not required include walking tracks, playgrounds, and the like. In this respect, it is noted that where recreational activities involve sporting facilities (ie clubrooms) may require fibre optic connection. Hence the exemption is not recommended for the Sport and Recreation Zone (SARZ). In the GRUZ, and to an extent the LLRZ and GRUZ allotments being used rural activities' such as agricultural, pastoral, horticultural, and forestry would not require internet connection. Additionally, there will be LLRZ and other residential proprieties where use of the satellite network or copper VDSL network may be more appropriate. The proposed amendment takes the approach of allowing alternative internet connections in LLRZ and GRUZ, and exceptions in NOSZ, OSZ and WTBZ.

This option only considers exemptions in LLRZ, GRUZ, NOSZ, OSZ and WTBZ as it is expected that subdivision and new development in the urban areas (specifically residential and centres) will provide fibre connections as land is developed over time. The level of service that is expected and installation at the time of subdivision ensures that new housing and development meets modern living standards.

To resolve the issue it is recommended that SUB-S5, which currently covers both power supply and telecommunications, is divided into two separate standards with a new SUB-S5a to cover telecommunications. This change will enable the new telecommunications standard to provide an exemption from the requirement to provide fibre optic connections in specific zones, while ensuring the power supply standard continues to apply in all zones. While the same outcome could be achieved solely through the amendment of SUB-S5 it is considered that splitting the standard will ensure clarity and improve the Plan user experience. It will also align with the other subdivision standards.

This approach is considered appropriate for the Wellington context as the Plan seeks to achieve the same outcomes, being a more permissive planning framework for specific zones. In the zones that the exemption is not applied to, if the standard is not met then the Discretionary Activity consent pathway and ability to assess the non-compliance through the resource consent application is an appropriate outcome.

This option brings the standard in line with similar standards (SUB-S2 – SUB-S4) and addresses the issue of situations where connection is unavailable and not needed.

Costs/benefits

Option 1

Option 1, being the status quo, is a more open-ended option that has the risk of compromising the application of the policy. This option will impose additional costs at the resource consent stage and, if connections are required, significant costs for landowners – in fact these may be prohibitive to the subdivision from occurring in some instances. As well as the environmental costs of unnecessary use of materials to install fibre optic cables. The status quo has some social and economic benefits of fast and reliable internet.

Option 2

Option 2 allows for more efficient use of resources, reduces unnecessary costs, aligns with similar standards and is specific enough to comply with the policy. The disparities in infrastructure, potentially hindering future development if demand for fibre optic growth, is limited as this option focuses on rural and open space areas.

Risk of not acting

The risk of not acting is that the standard would impose additional restrictions on subdivision of land, particularly in the GRUZ. In terms of consenting, the activity status would increase from Restricted Discretionary to Discretionary. This may not be a significant implication insofar as there may be other requirements that elevate the activity status. However, the requirement to install fibre connections to remote locations may in fact prevent subdivision from occurring in locations where this is otherwise appropriate. This is not an outcome that was intended or foreseen under the 2024 District Plan. Therefore, retaining the status quo is not appropriate.

Additionally, there would be inconsistencies within the other SUB standards.

Risk of implementing changes

While offering flexibility, the changes could create risks related to future telecommunication needs. In this respect, it is noted that developers still have the ability to supply connections if they choose to do so.

Recommended Option

SUB-P8 lays out the requirement that suitable connections to telecommunications and electricity are supplied. With respect to power and telecommunications the SUB-P8.3 requires that *"Suitable connections to telecommunications and electricity are supplied".*

SUB-S5 as written is more restrictive than the policy than the outcome the provides for, as it requires that all new allotments have new power and fibre optic cable connections and leaves no scope for alternatives. The proposed changes seek to recognise that in urban areas new connections will be suitable and will need to be provided; whereas in more remote areas and those used for open space purposes, these may not be necessary and are arguably not *'suitable'*.

To address this issue, Option 2 is the preferred option.

As demonstrated in the assessment above, for the most part there are limited costs and benefits associated with the recommended changes. Nevertheless, the costs of not acting will be greater than the costs of amending the standard as recommended, with respect to costs imposed on rural landowners.

Consultation

The Council's Parks, Sport and Recreation Team they advised that park and reserve land is sometimes subdivided, and requiring internet connection to these sites is unnecessary. Therefore they have no concerns with the proposed change.

The Council's Resource Consents Team has the same view, noting that it was this team who initially raised the issue that SUB-S5 is currently too restrictive.

Recommended Change

1. **Amend SUB-S5**

SUB-S5 ~~Telecommunications and~~ power supply	
~~1. All new allotments must have provision for fibre optic cable connections to the legal boundary of the allotments; and~~ 1. ~~2.~~ All new allotments must have provision for electricity connections to the legal boundary of the allotments.	Assessment criteria where the standard is infringed: 1. The extent to which the proposed ~~telecommunications and~~ power supply is sufficient for the development or activity it serves; 2. Where any ~~reticulated telecommunications and~~ power supply system is not immediately available but is likely to be in the near future, the appropriateness of temporary supply solutions; and 3. Whether any site constraints make compliance impracticable.

2. New SUB-R5a

SUB-S5a - Telecommunications	
Telecommunications **Large Lot Residential Zone** **General Rural Zone** **Natural Open Space Zone** **Open Space Zone** **Wellington Town Belt Zone** 1. All new allotments must have provision for fibre optic cable connection to the legal boundary of the allotments; or 2. Provided fibre optic cable connection is not available; a. Access to a mobile or wireless network, including a satellite network, if connection to such a network is available; or b. A copper VDSL network as a minimum if no broadband mobile or wireless networks are available. All other zones 1. All new allotments must have provision for fibre optic connection to the legal boundary of the allotments. Except in the Natural Open Space Zone, Open Space Zone and Wellington Town Belt Zone where there is no fibre optic. connection available and is not required for the purpose of the site.	Assessment criteria where the standard is infringed: 1. The extent to which the proposed telecommunications is sufficient for the development or activity it serves; 2. Where any reticulated telecommunications system is not immediately available but is likely to be in the near future, the appropriateness of temporary supply solutions; and 3. Whether any site constraints make compliance impracticable.

Wellington City District Plan – Omnibus Plan Change

Three Waters provisions in the Three Waters and Subdivision Chapters

Scope of Proposed Change

To amend the Three Waters and Subdivision chapters to improve functionality, interpretation and implementation of the three waters provisions. Matters not specifically addressed in this report are outside the scope of the plan change.

Background

Review by the Council's District Planning Team, and feedback received the Resource Consents Team and Wellington Water Ltd (WWL), has identified a number of updates and improvements that are necessary to improve the three waters (THW) provisions in the 2024 District Plan.

The section 32 analysis in this report is further to the analysis in the following reports prepared for the notified 2022 Proposed District Plan:

Section 32 - Part 2 - Subdivision

Section 32 - Part 2 - Three Waters

Issue

This plan change addresses amendments to the Three Waters (THW) and Subdivision (SUB) chapters, including a new Appendix. Matters considered are:

1. Changing the structure of the Three Waters chapter
2. Moving the subdivision objective and policy directions from the Three Waters chapter to the Subdivision chapter
3. Updating references to the Wellington Water Regional Standard in the Plan
4. Three waters connection requirements for non-residential buildings
5. Exemptions and lower level requirements for minor and accessory buildings, and subdivisions where the land uses are not changing
6. Permeable surfaces and broader water-sensitive design assessment
7. Copper and zinc building materials
8. Three waters standards applying to subdivision
9. Minor ordering and phrasing edits

Hydraulic neutrality not included in this plan change

Any changes to the operative 2024 District Plan provisions for hydraulic neutrality are too complex for this plan change and are out of scope. There are a number of new and emerging directions on hydraulic neutrality that would affect District Plan content, including:

- The Wellington Regional Policy Statement Change 1 (RPS PC1) has a different definition and policy direction for territorial authorities for hydraulic neutrality, which may change through appeals.
- The government has announced a replacement National Policy Statement for Freshwater Management, which will account for amendments made in the government's Resource Management (Freshwater and Other Matters) Amendment Act 2024[1].
- The Local Government (Water Services) Bill proposes to set obligations on water service providers that are responsible for stormwater networks (including overland flow paths and

[1] https://www.beehive.govt.nz/release/government-takes-first-steps-towards-pragmatic-and-sensible-freshwater-rules

watercourses) that include stormwater network bylaws[2], which can cover hydraulic neutrality.
- Taumata Arowai is the national drinking water regulator, and also has a role in how certain stormwater networks are managed, regulated and perform. Taumata Arowai recently released proposed national wastewater environmental performance standards for feedback (feedback period closed 24 April 2025). It is starting to collect information on urban stormwater networks, and may provide measures, targets and standards for this area also[3].

The Council's preference is to defer District Plan changes on hydraulic neutrality until these various system and regulatory changes are established and clear.

The location and phrasing of the hydraulic neutrality provisions are changed to fit with the new Three Waters structure, but the directions and effect of these provisions are not changed.

General policy approach for three waters in the 2022 Proposed District Plan Evaluation Report

This plan change does not alter the general policy approaches for three waters introduced in the 2022 Proposed District Plan. This means the 2022 Section 32 Evaluation Report Part 2: Three Waters[4] is still relevant to the Three Waters chapter and changes, except as modified and expanded by this evaluation.

Issue 1: Structure of the Three Waters Chapter

The rules of the Three Waters chapter are currently structured as:

- Two rules for connections to three waters infrastructure
- A rule for copper and zinc building materials
- Four rules for stormwater management methods
- A rule for the Large Lot Residential Zone.

Issues identified with this approach:

- The rule titles and structure lead to confusion whether the rules apply only when connections, water-sensitive design methods etc are proposed, or whether these apply regardless of whether the applicant proposes them or not.
- It is confusing to have some rules in the chapter that are for an activity, some rules that are for standards, and one that is for a zone.

National direction, regional direction and local strategic direction

The National Planning Standards states that provisions relating to energy, infrastructure and transport that are not specific to the S*pecial purpose* zones chapter or sections must be located in one or more chapters under the *Energy, infrastructure and transport* heading. Three Waters is part of infrastructure, so must remain in this location.

There is no further relevant direction for the structure of the Three Waters Chapter.

Consideration of other District Plans

[2] https://www.dia.govt.nz/diawebsite.nsf/Files/Water-Services-Policy/$file/LWDW-Bill-3-factsheet-Local-Government-(Water-Services)-Bill-overview.pdf
[3] https://www.taumataarowai.govt.nz/for-stormwater-and-wastewater-operators.
[4] https://wellington.govt.nz/your-council/plans-policies-and-bylaws/district-plan/proposed-district-plan/whats-in-the-proposed-district-plan/section-32-reports

The Porirua City Council District Plan's Three Waters chapter[5] has five activity-based rules. Meeting parts of the Wellington Water Regional Standard for Water Services are conditions in some of these rules. Two standards for hydraulic neutrality follow these rules.

The Hutt City Proposed District Plan's Three Waters chapter has four activity-based rules, with parts of the Wellington Water Regional Standard for Water Services and other standards incorporated as conditions within the rules.

Consideration of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- **Option 1:** Retain the status quo
- **Option 2:** Re-write the rules so that they apply to specific activities (e.g. residential units), and the standards housing the requirements for connections to three waters infrastructure, limiting copper and zinc, and stormwater management. Then link the appropriate standards in the relevant activity rules.
- **Option 3:** Re-write the rules to be activity-based as per Option 2, but include all relevant standards within each of the rules themselves, for example in the Hutt City District Plan.

Cost/Benefit Assessment

The options are assessed below.

Option 1: Status Quo
Identified environmental, economic, social and cultural costs of this option are: • The rules and standards are difficult to interpret and apply. • Loopholes may emerge, such as THW-R4 only technically applying to a water sensitive design activity, rather than requiring water sensitive design for relevant activities. Identified environmental, economic, social and cultural benefits are: • None beyond those set out in the 2022 Evaluation Report for the Three Waters Chapter.
Option 2: Re-write the rules so that they apply to specific activities (e.g. residential units), and the standards housing the requirements for connections to three waters infrastructure, limiting copper and zinc, and stormwater management. Then link the appropriate standards in the relevant activity rules
Identified environmental, economic, social and cultural costs of this option are: • The time and resources for the Council and other plan users to re-learn how to read the chapter. • The risk that significant changes may inadvertently be made through this change that are unrelated to the other changes discussed in this evaluation report. Identified environmental, economic, social and cultural benefits are:

[5] https://eplan.poriruacity.govt.nz/districtplan/rules/0/218/0/0/0/175

- The rules and standards are easier to understand and apply consistently.
- As standards and requirements change over time, they will be easier to amend and view.

Option 3: Re-write the rules to be activity-based as per Option 2, but include all relevant standards within each of the rules themselves, for example in the Hutt City District Plan

Identified environmental, economic, social and cultural costs of this option are:

- The time and resources for the Council and other plan users to re-learn how to read the chapter.
- The risk that significant changes may inadvertently be made through this change that are unrelated to the other changes discussed in this evaluation report.
- The section becomes longer than needed as standards are duplicated across all relevant rules.
- Plan users may query whether the same standards are being applied consistently for all relevant activities

Identified environmental, economic, social and cultural benefits are:

- Plan users can see all relevant requirements in one location in the ePlan.

Effectiveness and efficiency

Option 2 is the most effective and efficient option. The differences between the activities which require Three Waters standards, and the standards themselves, are clearer to apply.

Recommended Option

Option 2 is the recommended option.

Risk of acting/not acting

If Option 1 (not acting – status quo) is used, the risks include:

- Legal challenge that the Three Waters requirements do not actually apply to relevant activities; and
- Regulatory gaps where standards apply in some zones or activities but not others, for no good resource management reasons.

Issue 2: References to the Wellington Water Regional Standard in the District Plan

The THW chapter currently requires compliance with the Wellington Water Regional Standard for Water Services v3.0, December 2021:

- Wastewater: The level of service in Chapter 5, section 5.2.3
- Water supply: The level of service in Chapter 6, Tables 6.1 and 6.2
- Stormwater: The performance standard in Chapter 4.

The SUB chapter standards have the same compliance requirements to the same content in this Regional Standard.

Issues identified with this approach:

- The rules do not apply to buildings in the General Rural Zone or the Large Lot Residential Zone that may be connected to the water, wastewater or stormwater networks.
- The referenced document itself has been updated to version 3.1, dated December 2024. Council and WWL staff consider that the sections referenced are too narrow. There are many standards outside these sections that are necessary to ensure good connections with Three Waters services that are safe, reliable, and meet environmental standards.
- It is unclear whether specific provisions are *'level of service'* and therefore part of the District Plan rule, or not.

National direction, regional direction and local strategic direction

This direction is not relevant to this specific change.

Input from Wellington Water Limited

Wellington Water Limited (WWL) is the current water services provider for Wellington City. In its role, it updates regional minimum standards and specifications, and a list of approved products, in its Regional Standard. WWL revises these regularly to include changes in policy and best practice, referenced standards, and legislation. WWL recommends using the most recent version available.

Assessment of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- **Option 1:** Retaining the status quo
- **Option 2:** Amend the Wellington Water Regional Standard referenced document for three waters connections in the Subdivision and Three Waters chapters to the new Wellington Water Regional Standard for Water Services v3.1, December 2024
- **Option 3:** As per Option 2, but in the Three Waters chapter and/or Subdivision chapter, extend the content being referenced in the new Regional Standard to include all provisions relevant to the capacity of the network and level of service changes resulting from the development.
- **Option 4:** As per Option 2, but referenced sections extended further to include:
    - General: Chapter 3, excluding section 3.8
    - Stormwater: Chapter 4
    - Wastewater: Chapter 5
    - Water supply: Chapter 6
- **Option 5:** Include as an Appendix to the District Plan: APP17 Three Waters Connections, which contains in the District Plan itself the relevant standards that relate to level of service connection requirements.
- **Option 6:** As per options above, but also applying parts or all of the Regional Standard in the General Rural Zone and the Large Lot Residential Zone where the development is connected or is connecting to a Three Waters network.

Efficiency and effectiveness

The Regional Standard is an effective reference document as part of resource consents, less so for permitted activity standards.

The Wellington Water Regional Standard for Water Services version 3.1, December 2024 (the Regional Standard) is an extensive document at 141 pages, with around 100 pages in Chapters 3 to 6. It contains a mix of requirements, guidance, standards, and descriptions of when WWL will make site-specific assessments. This makes the Regional Standard suitable within matters of control and discretion under controlled and restricted discretionary activities. The consent authority can refer to the parts of the referenced Regional Standard that are suitable for each activity and consent application.

The Regional Standard is less suitable as a referenced document in conditions for permitted activities. The guidance and exercise of discretion by WWL within the Regional Standard create ambiguity and uncertainty for applications about whether their activity is permitted or requires resource consent.

The latest Regional Standard version is the most effective reference.

WWL recommends that when the Three Waters provisions in the District Plan are amended, the reference to the Regional Standard is updated to the most recent version available. This is more effective as it references the latest best practice and technical solutions available. It is efficient because the assessment and approvals under the District Plan and the Water Services bylaw are based on the same document, rather than the District Plan approvals being based on an earlier version of the Regional Standard.

Permitted standards for three waters are most effective in an Appendix.

In consultation meetings, WWL planning staff and Council planning staff agreed that where the District Plan has permitted activity standards that incorporate the relevant Three Waters connections standards from the Regional Standard, this is best done as a District Plan appendix. This ensures:

- the specific content that people must comply with is clear
- the phrasing of the standards can be edited where needed for District Plan purposes, for example removing third party discretion about how a standard is applied
- the content can be submitted on and modified more easily through the hearings process
- it will stand independent of changes that may happen to Wellington Water through the Government's Local Water Done Well plan[6].

District Plan rules using Regional Standards, or referencing it, are efficient where they reduce costs and risks for development.

The District Plan's Three Waters provisions are not the only requirement for developers. All connections to the Council's potable water, stormwater and wastewater networks must also get permission from WWL (or the future water service entity), under the Council's Water Services Bylaw 2024[7] section 7.1.a: "*Any person proposing to carry out permanent or temporary work on or in close proximity to, ear, or over (as defined in the Regional Standard for Water Services) Public Water Services Infrastructure, must obtain written approval from the Water Services Authority prior to any work being undertaken*."

This means that for new buildings and activities that the District Plan requires to connect to the Council's three water networks, WWL must approve this connection as being consistent (to their

[6] https://www.dia.govt.nz/Water-Services-Policy-and-Legislation
[7] https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws

satisfaction) with the relevant components of the Regional Standard. This is an overlapping regulatory requirement under the RMA and Local Government Act 2002. It is more efficient for WWL to deal with the technical requirements of new and altered three waters infrastructure: pipe sizes, valve layouts, seismic protections, etc. through its delegated bylaw approval rather than through the District Plan where these detailed infrastructure requirements would need to be justified under cost-benefit assessments relating to environmental outcomes and effects.

It would be inefficient for the District Plan to include (as a referenced document) all the requirements in the Regional Standard when this is also required, indirectly, through the Council's Water Services Bylaw. However, there are areas where it is efficient and effective to apply the Regional Standard provisions in the District Plan:

- When the **capacity** and **level of service** in the current networks of water, wastewater or stormwater is **insufficient** to cater for the additional flows required or produced by the development. In these cases it is more efficient to identify the situation at the resource consent stage, and either use consent conditions, development redesign or decline consent to resolve the issue *before* the applicant spends time and money on detailed design and construction preparation. The alternative is that the Council processes building and resource consents, with all the attendant timeframes and costs, only for WWL to inform the applicant that there is no capacity, and the development cannot connect to the network.
- When **subdivision** consent applications are likely to result in **demand for future connections**. As above, it is more efficient to address any capacity and level of service concerns at the beginning when the subdivision is happening, rather than approving a subdivision, the developer doing preparatory works, then being told that they can't connect or that expensive mitigation works are required.
- When the subdivision or development involves **construction of significant new three waters infrastructure**, for example new swales, wastewater pipes, water holding tanks. The Regional Standard needs to be considered in the assessment of these larger subdivisions and developments so the new infrastructure assets can be consistent and connected with the existing infrastructure network. If large, the potential impacts on the Council's discharge consents for wastewater and stormwater may be considered. It also ensures that if mitigation methods are needed, for example detention ponds or wastewater holding tanks, these can be assessed within the overall resource/subdivision consents. If done afterwards, the mitigation methods risks being contrary to consent conditions already issued.

Risk of acting/not acting

If Option 1 (not acting – status quo) is used, the risks include:

- Three waters connections may meet the current specific referenced standards but not others in the Regional Standard. The risk becomes that a connection is granted resource consent (or is deemed permitted), but WWL will still not approve the connection to their networks.
- Plan users find it more difficult to understand what standards their activity specifically needs to meet, and which are clear District Plan standards vs a WWL assessment.

Recommended Option

From the assessment above, a combination of Options 3, 4 and 5 are recommended:

- Three Waters connections standards drawn from the Regional Standard relating to network capacity and level of service, but not new infrastructure design or quality, should be in a new District Plan appendix: APP17. This includes the Rural Zone and Large Lot Residential Zone where connections are made to the relevant three waters network.
- Standards in permitted rules in the Three Waters and Subdivision chapters should reference the new APP17.

The recommended changes for Issue 2 are provided in the amended THW and SUB chapters, and new APP17 – Three Waters Connections, appended to this report.

There are no consequential amendments for other parts of the District Plan.

Issue 3: Three waters connection requirements for residential and non-residential buildings

THW-R2 requires all non-residential buildings to meet the Regional Standard discussed above. Non-residential buildings include buildings from large office blocks down to sheds and bus shelters, even though many of the standards are not relevant to some non-residential buildings. For example, water and wastewater standards are not required where there is no internal plumbing.

THW-R1 and R2 also require connections to comply with three waters levels of service, regardless of the type of building.

Issue identified with this approach:

- It is unclear whether buildings that are not connecting to one or more 3 Waters network still have to comply with the levels of service standards. The current rules could be interpreted as only applying to new connections, or to all residential and non-residential buildings.
- Some connections may have a neutral or only a minor adverse effect on the level of service of the overall network.
- THW-R1 and THW-R2 only cover new buildings, and don't cover additions to buildings which may be significant, with new water, wastewater and stormwater connections.

National direction, regional direction and local strategic direction

No specific national or regional direction applies, as this is a more practical issue of what types of development should comply with three waters connections and levels of service requirements. The section 18A procedural principles of the RMA are relevant, where people must take all practicable steps to use timely, efficient, consistent, and cost-effective processes that are proportionate to the functions or powers being performed or exercised. The options below consider how the District Plan regulations in this area can be made more efficient, consistent and cost-effective.

Assessment of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- **Option 1:** Retaining the status quo
- **Option 2:** Restrict compliance to the wastewater connection standards to new buildings that have sanitary plumbing.

- **Option 3:** Restrict compliance to the water connection standards to new buildings that have plumbing and are not accessory to an existing use on-site.
- **Option 4:** Restrict compliance to the stormwater connection standards to new buildings over 20 m^2 roof area.

Cost/Benefit Assessment

The options are assessed below.

Option 1: Retain the status quo
Identified environmental, economic, social and cultural costs of this option are: • Where buildings have no significant effect on water, wastewater or stormwater networks but are in areas where three waters services are constrained, the comparatively smaller developments (e.g. sheds, bus stops) will have to apply for resource consents and some site-specific assessments. The cost of this will vary, but may be around $5000-$10,000, which in some instances will be more expensive than the actual construction cost. Identified environmental, economic, social and cultural benefits are: • All potential impacts on the three waters network can be considered, whether minor or major, so the risk of cumulative adverse effects on the networks is limited.
Option 2: Limit compliance to the wastewater connection standards to new buildings that have sanitary plumbing
Identified environmental, economic, social and cultural costs of this option are: • Development may still be restricted where wastewater levels of service are insufficient. This may include additional costs for on-site holding tanks and pumps, or a prohibition on new connections until the network is upgraded. Identified environmental, economic, social and cultural benefits are: • Development of buildings that have no water connection, or have water but no wastewater connection e.g. an outdoor faucet, can have certainty that they will not need to consider the wastewater levels of service in the area. If the building later installs a wastewater connection, this connection will still need approval under the Water Services Bylaw.
Option 3: Limit compliance to the water connection standards to new buildings that are connecting to the public reticulated water supply network, and are not accessory to an existing use on-site with an existing water connection
Identified environmental, economic, social and cultural costs of this option are: • Accessory buildings that do not need to comply under this option, for example a minor residential unit, may still increase demand on the water supply network. This development may still be restricted if water supply is insufficient for a significant new draw on the network.

Identified environmental, economic, social and cultural benefits are: • With *'granny flats'* and other accessory buildings becoming permitted under new government building and environmental standards, this option aligns with the expectation that accessory buildings should not have separate three waters requirements.
Option 4: Restrict compliance to the stormwater connection standards to new buildings over 20 m^2 roof area
Identified environmental, economic, social and cultural costs of this option are: • None, because the Three Waters Chapter already has requirements for permeable surfaces and hydraulic neutrality, so the stormwater generated will still need to be mitigated so that post-development peak stormwater flows and volumes are the same or less than the current state. The connection requirements only relate to the level of service of the stormwater network, which are generally relevant for significant new roofed buildings that have piped connection to the network. Identified environmental, economic, social and cultural benefits are: • Excluding buildings with less than 20 m2 roof area reduces the costs of assessment of minor buildings on the stormwater network, and if resource consent is triggered, those costs which may be around $5000-$10,000, which in some instances will be more expensive than the actual construction cost. Excluding buildings with less than 20 m2 roof area is generally consistent with the consent exemptions in Part 1 of Schedule 1 of the Building Act for buildings under 10 m^2 – this alignment is not a key consideration but useful that it is not adding resource consent requirements or separate assessments for buildings already deemed minor under the Building Act.
Overall effectiveness and efficiency evaluation Options 2, 3 and 4 all reduce costs and uncertainty while not significantly affecting the function of the three waters networks. These options are the most efficient.
Risk of acting/not acting If Option 1 (not acting – status quo) is used, the risks include: • Three Waters rules for non-residential buildings either being applied to activities where they weren't intended, costing unnecessary money and time, or adopting a '*common sense*' approach to the rule application that could be legally challenged.
Recommended Option Following the assessment above, Options 2, 3, 4 are the preferred option. The recommended changes for Issue 3 are provided in the amended THW and SUB chapters, and new APP17 – Three Waters Connections, appended to this report. There are no consequential amendments for other parts of the District Plan.
Issue 4: Water sensitive design methods and permeable surfaces

- The Three Waters Chapter has stormwater provisions that apply equally to small buildings such as sheds and shelters as to large buildings like houses and offices.
- THW-R1 and THW-R2 require all buildings to comply with the Chapter 4 Regional Stormwater Standards, or get a consent (addressed above in Issue 3, Option 4).
- THW-R4 requires construction of 4+ residential units and all non-residential buildings to get a restricted discretionary resource consent to evaluate water sensitive design methods, including permeable surfacing and stormwater retention and treatment. These activities can have very different stormwater effects, and the planning methods are not consistent between them.
- Currently, development of 1-3 residential units outside of the General Rural Zone and Large Lot Residential Zone is required to have at least 30% of the net site area as permeable surface. In the Large Lot Residential Zone this is increased to 60%, though the rule does not say what activities this standard applies to. Development of 4+ residential units or non-residential buildings outside of the General Rural Zone and Large Lot Residential Zone is instead required to install '*water sensitive design methods*' through assessment and conditions in a resource consent.
- A resource consent under THW-R4 for water sensitive design methods is precluded from being either publicly or limited notified, as are all the other Three Waters chapter rules – except for the rules for permeable surfaces, which have no preclusion. This exception for permeable surfaces does not appear to be justified compared to non-notification for the other three waters rules.

Issues identified with this approach:

- WWL and Council staff agree that these resource consent requirements are too onerous for small buildings with minimal or no effect on the stormwater network, while noting there may be a cumulative effects situation where lots of small buildings significantly increase stormwater.
- THW-R4 makes all non-residential buildings restricted discretionary activities, requiring resource consent assessment and conditions in matters of water sensitive design methods. This was not the intent of the notified rule. It was only meant to add matters of discretion where the buildings already require resource consent[8].
- The WWL-approved solutions for buildings are generally designed for stormwater from smaller housing developments (10 properties or less) and backyard add-ons[9].
- Risk for applicants that compliance with the permeable surface rule may not absolve resource consent obligations under the water-sensitive design rule. For example, if a residential development meets THW-R7 30% permeable surface requirement, but includes an attached commercial unit or separate leased garage, it must also be hydraulically neutral under THW-R6, but THW-R6 would not be needed if the site only has 1-3 residential units. This is an inconsistent and occasionally confusing application of rules to address environmental effects.
- It is unusual for permeable surface rules to have no notification preclusion when these rule activities are less significant than the other rules (hydraulic neutrality, water sensitive design) which have notification preclusions. The effects of breaching the permeable surface rules are cumulative across whole catchment stormwater networks, so notification of an individual resource consent would be unusual.

National direction, regional direction and local strategic direction

[8] Refer to Section 32 – Part 2 – Three Waters page 52, third to last bullet.
[9] https://www.wellingtonwater.co.nz/assets/Contractors/Technical-information/Specifications-and-standards/Managing-Stormwater-Runoff-Version-5.pdf

The National Planning Standards defines *'green infrastructure'*, which is referenced in the RPS definition below.

Green infrastructure means a natural or semi-natural area, feature or process, including engineered systems that mimic natural processes, which are planned or managed to:

(a) Provide for aspects of ecosystem health or resilience, such as maintaining or improving the quality of water, air or soil, and habitats to promote biodiversity; and

(b) Provide services to people and communities, such as stormwater or flood management or climate change adaptation.

The RPS definition of water-sensitive urban design is:

The integration of planning, engineering design and water management to mimic or restore natural hydrological processes in order to address the quantitative and qualitative impacts of land use and development on land, water and biodiversity, and the community's aesthetic and recreational enjoyment of waterways and the coast. Water-sensitive urban design manages stormwater at its source as one of the tools to control runoff and water quality. The terms low impact design, low impact urban design and water-sensitive design are often used synonymously with water-sensitive urban design.

RPS Policy CC.4.c requires: *District Plans to include objectives, policies, rules and/or non-regulatory methods to, as appropriate to the scale and context of the activity, … increase water resilience, including harvesting of water at a domestic and/or community-scale for non-potable uses (for example by requiring rain tanks, rainwater reuse tanks, and setting targets for urban roof area rainwater collection.*

RPS Policy FW.3.f requires: *District Plans shall include objectives, policies, and methods including rules for urban development, that give effect to Te Mana o te Wai and section 3.5(4) of the National Policy Statement for Freshwater Management 2020, and in doing so must: … require that water sensitive urban design principles and methods are applied during consideration of subdivision, including the extent of impervious surfaces and stormwater infrastructure.*

The Wellington Natural Resources Plan Change 1 proposes to introduce a new rule for stormwater from new and redeveloped impervious surfaces (Rule WH.R5), which includes:
"a) the proposal involves the creation of new, or redevelopment of existing impervious areas of less than 1,000 m^2 (baseline property existing impervious area as at 30 October 2023)"
"c) the proposal provides hydrological control measures (for example rain tanks) onsite or offsite, where discharges will enter a surface water body (including via an existing local authority stormwater network):

i) For all impervious areas associated with a greenfield development, or

ii) For all redeveloped and new impervious areas involving greater than 30 m^2 of impervious area of a redevelopment (of an existing urbanised property)".

Ideally, there should not be two sets of different rules required to manage the same effect: reduction of runoff from impervious urban surfaces. The current RPS directions and Regional Plan rules place the District Plan in this awkward situation, requiring it to have rules that overlap with similar rules in the Regional Plan.

On 26 June 2025, Greater Wellington Regional Council (GWRC) voted to pause the hearings on Natural Resources Plan Change 1. To reduce the impact on consent applicants and address many implementation challenges—particularly around stormwater—GWRC also agreed that some PC1

provisions relating to financial contributions and discharges from impervious surfaces, are to be paused. The specifics are being finalised, with GWRC's CEO delegated to urgently prepare a variation to PC1. This will be sent to Minister Chris Bishop and the Chief Freshwater Commissioner in July 2025, with the variation expected to be publicly notified (and take effect) shortly after. GWRC's decision responds to the government's recent proposals to amend freshwater national direction.

WWL's guidance document *Managing Stormwater Runoff – Version 5*[10] has approved solutions that are referenced in THW-R5 as ways to meet the permitted activity rule. The approved solution #1 applies for house roof areas greater than 40 m^2. Approved solutions #2, #3, #4 applies for house roof areas 0 – 350 m^2.

Assessment of Options

Relevant options

For the purposes of this evaluation, the following options have been considered:

- **Option 1:** Retain the status quo
- **Option 2:** Connecting the permitted baseline of 30% permeable coverage in urban zones and 60% in Large Lot Residential Zone with the water-sensitive design methods restricted discretionary rule. This means that all developments must either meet the permeable coverage standard as a permitted activity, or incorporate water-sensitive design methods as a restricted discretionary activity. The hydraulic neutrality rules would remain the same.
- **Option 3:** Add public and limited notification preclusion clauses for the permeable surface rules.

Cost/Benefit Assessment

The options are assessed below.

Option 1: Status Quo

Identified environmental, economic, social and cultural costs of this option are:

- All non-residential building developments in urban areas, including small ones, require a resource consent even if the effects on stormwater are less than minor, or positive. This adds the time and cost of acquiring resource consents, which in some instances may be more than the actual construction costs.
- Development requiring resource consent for water-sensitive design matters could be discouraged due to perceived risk of people opposing the development and using water-sensitive design as leverage.
- The water-sensitive design rule's matters of discretion do not account for the economic costs and land use required for options such as wetlands, detention ponds, etc. These costs may be very high in dense urban areas within Wellington City, and much higher in aggregate than improving the stormwater treatments at a network level.
- Significant overlap of District Plan and Regional Plan rules managing stormwater runoff.

Identified environmental, economic, social and cultural benefits are:

[10] Ibid.

- Developments in urban areas, except for 1-3 residential units, will consider a range of water sensitive design methods to improve the flow and quality of stormwater off the site.
- Local residents and mana whenua organisations have identified that measures to improve stream water quality through on-site stormwater treatment have cultural benefits to them.

Option 2: Connecting the permitted baseline of 30% permeable coverage in urban zones and 60% in Large Lot Residential Zone with the water-sensitive design methods restricted discretionary rule

Identified environmental, economic, social and cultural costs of this option are:

- Developers may be attracted to the more certain option of providing permeable surfaces as a permitted standard even if other water-sensitive design methods may be more efficient or effective.

Identified environmental, economic, social and cultural benefits are:

- More permitted smaller-scale developments that do not require resource consent application costs where they meet permeable surface and hydraulic neutrality requirements.
- Standardised rules that apply to all activities consistently, and clear way to meet requirements (permeable surfaces and hydraulic neutrality), with a resource consent option for developments that are willing to build on-site or off-site stormwater treatment options in exchange for more economically or socially efficient use of the site.
- Less overlap with Regional Plan and District Plan rules controlling water sensitive urban design measures, though the regional policy statement methods make some overlaps unavoidable.

Option 3: Add public and limited notification preclusion clauses for the permeable surface rules

Identified environmental, economic, social and cultural costs of this option are:

- Community groups and mana whenua groups may want to comment on water sensitive design methods of a development to ensure it improves local stream water quality.

Identified environmental, economic, social and cultural benefits are:

- Greater certainty that water sensitive design options can be assessed independently on how they improve the health and wellbeing of water bodies and freshwater ecosystems, and reduced risk of this being used as an argument by people wanting to delay and stop the development for other reasons.

Risk of acting/not acting

If Option 1 (not acting – status quo) is used, the risks include:

- Unnecessary costs for acquiring resource consents for water sensitive design methods for minor activities.
- Inconsistent application of permeable surface standard across activities with similar effects on freshwater ecosystems.

Recommended Option

Following the assessment above, Options 2 and 3 are the preferred option.

The recommended changes for Issue 4 are provided in the amended THW and SUB chapters, and new APP17 – Three Waters Connections, appended to this report.

There are no consequential amendments for other parts of the District Plan.

Issue 5: Copper and zinc building materials

Currently, THW-R3 requires all copper and zinc cladding and roofing materials to be sealed or otherwise finished to prevent water runoff carrying the zinc, or that it be collected and treated in accordance with a WWL guideline, or else be assessed through resource consent.

The 2022 Proposed District Plan section 32 report noted that the Proposed RPS (Policy 42) required stormwater from subdivision and development shall restrict zinc or copper roofing materials, or require their effects to be mitigated. This RPS policy was amended in its operative version to delete that direction. Also, Policy 42 was changed from a District Plan requirement to be a more general regional resource consent requirement, with an equivalent more general District Plan direction with respect to management of contaminants resulting from development and building materials in a separate Policy FW.3(f).

Issues identified with this approach are:

- Whether this requirement should also apply to General Rural Zone and Large Lot Residential Zone if the stormwater is piped into a water body or a stormwater network, as it will equally affect water quality.
- Whether permitted activity status gives too much discretion to sealing the copper/zinc or using a stormwater treatment device – could this be replaced with a controlled activity to allow assessment of whether the treatment option is appropriate.
- Whether the rule is required at all, given the RPS says this should be managed as a regional discharge issue, and the Wellington Natural Resources Plan Change 1 introduces a rule for stormwater discharges from zinc and copper roofing, cladding and spouting.

National direction, regional direction and local strategic direction

The high and toxic levels of copper and zinc in Wellington City's stormwater and streams, and its sources from building materials, is in *Stormwater contaminants in urban streams in the Wellington Region* June 2008[11].

At a national level, the Ministry for the Environment has published: *Acute copper and zinc water quality guideline values for Aotearoa: Technical report of the derivation including bioavailability model evaluation* January 2025[12].

The Wellington RPS Proposed Change 1 had a direction in Policy 42 that included: *"When considering an application for a resource consent, notice of requirement, or a change, variation or review of a District Plan, the adverse effects of stormwater runoff from subdivision and development shall be reduced by having particular regard to … c) restricting zinc or copper roofing materials, or requiring their effects to be mitigated;"*
This has been replaced in the RPS Change 1 Decisions Version by Policy 42, which is a more general RPS direction for the regional council to identify target attributes for each catchment, Regional Plan

[11] https://www.gw.govt.nz/assets/Documents/2022/05/Stormwater-Contaminants-in-Urban-Streams-in-the-Wellington-Region.pdf
[12] https://environment.govt.nz/publications/acute-copper-and-zinc-water-quality-guideline-values-for-aotearoa-technical-report-of-the-derivation-including-bioavailability-model-evaluation/

limits, and how urban development can protect and enhance the health and wellbeing of waterways. Zinc and copper discharges are no longer mentioned specifically.

RPS Change 1 Decisions Version also introduces Policy FW.3(k): *"District Plans shall include objectives, policies, and methods including rules for urban development, that give effect to Te Mana o te Wai and section 3.5(4) of the National Policy Statement for Freshwater Management 2020, and in doing so must: (k) manage land use and development in a way that will minimise the generation of contaminants, including in relation to the choice of building materials."*

The Wellington Natural Resources Plan Change 1 proposes new policy to manage copper and zinc discharges within stormwater (Policies WH.P9, WH.P13, WH.P14). This may place restrictions on the Council's discharges of stormwater from the urban environment into waterways.

The Wellington Natural Resources Plan Change 1 also introduces a new Rule WH.R5: Stormwater from new and redeveloped impervious surfaces. This rule applies to discharges of stormwater (including where through a local authority stormwater network) and includes a permitted condition: *"b) all new building materials associated with the development shall not include exposed zinc (including galvanised steel) or copper roof, cladding and spouting materials."*

It is uncertain whether this proposed regional rule WH.R5 will be retained in its current form, because it will be difficult for GWRC to practically implement and enforce the rule and because it would duplicate the District Plan rule that GWRC is asking for in early consultation. Information about building materials is usually provided with building consents, which the Council can then check against District Plan controls and if needed add conditions to avoid or reduce the risk of zinc and copper contamination. GWRC on the other hand currently have no processes to monitor and regulate this use of these building materials. This could be established but it would add duplication of process and costs. It is safer to retain a District Plan rule controlling zinc and copper building materials even if duplication is an unfortunate result, because of the significant existing pollution of copper and zinc in Wellington City's waterways and the Council's consenting processes being the most efficient way to check and add conditions on the use of these building materials.

The 2000 District Plan did not include source-control requirements for copper and zinc building materials.

Assessment of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- **Option 1:** Retain the status quo
- **Option 2:** Delete THW-P2, THW-R3, and associated text in the Introduction section of the THW chapter.
- **Option 3:** Amend THW-R3 to be clearer on only applying to exterior cladding and roofing, and amend THW-R3.1.b to form a new controlled activity rule that enables an assessment and conditions to be imposed
- **Option 4:** As per Option 1 or Option 3, but extended to the General Rural Zone and Large Lot Residential Zone if the stormwater is piped into a water body or a stormwater network.

Cost/Benefit Assessment

The options are assessed below.

Option 1: Retain the status quo

Identified environmental, economic, social and cultural costs of this option are:

- The permitted activity standard for stormwater from copper and zinc surfaces to be treated in accordance with a 2019 Guideline is uncertain, and difficult to monitor, so is less likely to be effective.
- The new Regional Plan rule WH.R5 will duplicate regulatory requirements and monitoring between the city and regional council, and will be inconsistent with the RPS direction that this is a regional council function.

Identified environmental, economic, social and cultural benefits are:

- Developers will be encouraged to seal or finish building materials, or treat contaminants to prevent copper or zinc discharges to waterways.

Option 2: Delete THW-R3

Identified environmental, economic, social and cultural costs of this option are:

- Existing high concentrations of copper and zinc in Wellington's streams and stormwater discharges may remain at high levels if current use of this in building materials remain and if developers are unaware of the new requirements in the Regional Plan.

Identified environmental, economic, social and cultural benefits are:

- No obligation for the Council to monitor and enforce the treatment of zinc and copper roofing and cladding
- Only one regulation applies for exposed zinc and copper surfaces and one set of regulatory processes, making the process less costly and more efficient.

Option 3: Amend THW-R3 to be clearer on only applying to exterior cladding and roofing, and amend THW-R3.1.b to form a new controlled activity rule that enables an assessment and conditions to be imposed

Identified environmental, economic, social and cultural costs of this option are:

- The new proposed Regional Plan rule WH.R5 will duplicate regulatory requirements and monitoring between the city and regional council.
- A controlled rule does not provide the ability to decline an application.

Identified environmental, economic, social and cultural benefits are:

- When the use of copper or zinc building materials is assessed under the District Plan, developers may have more certainty that the cladding that is not sealed or treated can be installed under a controlled activity rule.
- Appropriate treatment and maintenance conditions can be imposed as part of a resource consent for a controlled activity.

Option 4: As per Option 1 or Option 3, but extended to the General Rural Zone and Large Lot Residential Zone if the stormwater is piped into a water body or a stormwater network

Identified environmental, economic, social and cultural costs of this option are:

- Same as Option 3, but with additional costs for developers in these zones who have copper and zinc surfaces that now need sealing. The new proposed Regional Plan rule WH.R5 does not include buildings in rural areas.

Identified environmental, economic, social and cultural benefits are:

- Same as Option 3, but with minor reductions in copper and zinc discharges from these cladding in areas that has rain runoff entering streams or the Council's stormwater network in the General Rural Zone and Large Lot Residential Zone.

Effectiveness and efficiency

While it is not necessarily efficient to have rules within the District Plan and Regional Plan managing the same effects on the environment, in this case it is considered that retention of a rule within the District Plan is the most effective approach to managing the potential for zinc and copper discharges from roofing and cladding as this can (and does) occur as part of the assessment of building consent applications against the District Plan.

On this basis, it is considered that retention of the rule, with the removal of the exclusions for the General Rural Zone and Large Lot Residential zones (Option 4) is the most effective option to achieve the objective and policies of the District Plan.

Risk of acting/not acting

If Option 1 (not acting – status quo) is used, the risks include:

- Duplicating regulatory measures across district and Regional Plans.

Recommended Option

Following the assessment above, Option 4 is the recommended option.

The recommended changes for Issue 4 are provided in the amended THW and SUB chapters, and new APP17 – Three Waters Connections, appended to this report.

There are no consequential amendments for other parts of the District Plan.

Issue 6: Three waters standards applying to subdivision

SUB-P8 requires all subdivided allotments to be adequately serviced, including suitable connections to water supply, wastewater and stormwater in accordance with the Council's Code of Practice for Land Development[13]. The rules for subdivision and their standards generally require connection of new vacant freehold allotments and residential units to reticulated water, wastewater and stormwater, and to meet the Wellington Water Regional Standard for Water Services.

Issues identified with this approach are:

- *'Freehold allotments'* does not allow consideration of cross-lease and unit title subdivision.

[13] Currently the Code of Practice for Land Development 2012.

- Subdivision around existing residential units are currently being required to comply with the Wellington Water Regional Standard for Water Services. However, upgrading existing connections to meet all new Regional Standard requirements can be cost prohibitive when there are no or minimal changes to existing structures and buildings. In many cases, the existing buildings are protected under section 10 of the RMA with existing use rights. In other cases, a similar existing use baseline should apply unless there are significant functional or environmental problems.
- Rule standards should ideally be clear and without discretion so the developer/applicant and Council understand what the requirement is and whether it can be met. The current standards require compliance with levels of service in the Wellington Water Regional Standard, which include matters of discretion and consideration by Wellington Water. This can lead to debates about whether a developer has to comply with level of service requirements as interpreted by Wellington Water or the Council.
- The wastewater disposal standard SUB-S3 when reticulated wastewater is not available requires allotments to be provided with on-site wastewater networks or other approved alternatives. Firstly, some new allotments may stay vacant for years, or may be used for activities that don't generate domestic wastewater, such as farming. Secondly, as above, the *'approved alternative'* in the standard adds discretion, which can lead to uncertainty between the Council and an applicant/developer about whether the standard is complied with or not.
- The stormwater management standard SUB-S4 requires that stormwater not be disposed to an area subject to inundation. Often a suitable stormwater disposal area will become subject to inundation during heavy rainfall events, such as a retention or detention pond. This is how the disposal functions. Other times, the stormwater may flow into an existing inundation area that is designed for that purpose, such as a gully with a culvert to mitigate peak storm flow. The standard should instead focus on not increasing natural hazard risk to people and property.
- As discussed in the heading below, the Three Waters chapter has an objective and policies that include *'subdivision'*, but that chapter does not have any rules or standards for subdivision. All subdivision provisions in this District Plan should be in the Subdivision chapter.

<u>National direction, regional direction and local strategic direction</u>

The National Planning Standards' District-wide Standard directs that '*Subdivision provisions must be located in one or more chapters under the Subdivision heading'*. There is no equivalent direction for Three Waters provisions, so three waters requirements for subdivision consents must be in this chapter.

No regional directions apply directly to which three waters connections standards should apply to subdivision.

Assessment of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered to respond to the issues identified:

- **Option 1:** Retain the status quo
- **Option 2:** Add reference to a new APP17 – Three Waters Connections instead of referring to the Code of Practice, for three waters-related standards.

- **Option 3:** Water levels of service requirements (now in APP17) to only apply to new vacant allotments (not just freehold). New allotments around existing buildings or residential units to only require an independent water supply connection.
- **Option 4:** Wastewater levels of service requirements (now in APP17) to only apply to new vacant allotments (not just freehold). New allotments around existing buildings or residential units to only require an existing functional wastewater connection. Lots without reticulated wastewater to just have an area sufficient to meet Regional Plan on-site treatment requirements, not provided with a system at the time of subdivision.
- **Option 5:** Stormwater levels of service requirements (now in APP17) to only apply to new vacant allotments (not just freehold). Stormwater cannot enter wastewater network. Stormwater can be disposed in inundation areas where this is not an identified natural hazard area.

Cost/Benefit Assessment

The options are assessed below.

Option 1: Retain the status quo
Identified environmental, economic, social and cultural costs of this option are: • Ongoing uncertainty about whether levels of service standards apply to different types of development. • Higher costs where existing development is forced to retrofit upgraded three waters connection infrastructure even though there is no change in land use. • Vacant lots without wastewater connections, and no need for wastewater treatment, must pay for an on-site wastewater treatment system. • Expense of a resource consent assessment and expert opinion on stormwater options that meet best practice standards for stormwater treatment and disposal. Identified environmental, economic, social and cultural benefits are: • Increased flexibility for the Council and water service provider to improve water quality services through subdivision applications.
Option 2: Add reference to a new APP17 – Three Waters Connections instead of referring to the Code of Practice, for three waters-related standards
Identified environmental, economic, social and cultural costs of this option are: • Less flexibility to address concerns that are outside the level of service standards in APP17, which instead must be managed through the water service provider's consideration under the Water Services Bylaw. Identified environmental, economic, social and cultural benefits are: • More certainty to landowners, developers, the Council and Wellington Water about the level of service standards that must be met for an activity to be permitted, and whether a subdivision is likely to meet this standard or not. • Where level of service standards are not met, the unique circumstances are considered through resource consent with the attendant rights of appeal if the resource consent decision is incorrect or not favourable.

Option 3: Water levels of service requirements (now in APP17) to only apply to new vacant allotments (not just freehold). New allotments around existing buildings or residential units to only require an independent water supply connection
Identified environmental, economic, social and cultural costs of this option are: • The water connections for these sites are upgraded more slowly, based on water service provider requirements, rather than a upgrades through subdivision consent. Identified environmental, economic, social and cultural benefits are: • The requirement for an independent water supply connection allows for separate measures of water use via water meters, which based on experience in other parts of New Zealand helps reduce water consumption by 20% to 30% on average. This reduces water infrastructure and water storage costs, enables more urban development, and reduces environmental effects of water takes. • Subdivision that does not affect the actual land use or water take does not have to pay for extensive retrofitting of water connections to meet updated water connection standards used for new land uses and vacant sections.
Option 4: Wastewater levels of service requirements (now in APP17) to only apply to new vacant allotments (not just freehold). New allotments around existing buildings or residential units to only require an existing functional wastewater connection
Identified environmental, economic, social and cultural costs of this option are: • The wastewater connections for these sites are upgraded more slowly, based on water service provider requirements, rather than a upgrades through subdivision consent. Identified environmental, economic, social and cultural benefits are: • Wastewater connections are checked through the subdivision that there are not cross-connections or other faults that are polluting natural waterways, with fixes made through the subdivision. Likewise that the wastewater connections are not being infiltrated by stormwater flows or leaks. These connection checks are extended to unit title and cross-lease subdivisions as well. • Subdivision that does not affect the actual land use or wastewater discharge does not have to pay for extensive retrofitting of wastewater connections to meet updated water connection standards used for new land uses and vacant sections, provided the current connection has a functional connection without leaks, overflows or incorrect connections. • New lots that are not in the Council wastewater reticulation area do not have to pay for an on-site wastewater system until it is needed by a land use on the site.
Option 5: Stormwater levels of service requirements (now in APP17) to only apply to new vacant allotments (not just freehold). Stormwater cannot enter wastewater network. Stormwater can be disposed in inundation areas where this is not an identified natural hazard area
Identified environmental, economic, social and cultural costs of this option are:

- The stormwater connections for these sites are upgraded more slowly, based on water service provider requirements, rather than a upgrades through subdivision consent.

Identified environmental, economic, social and cultural benefits are:

- Stormwater connections for effective treatment and discharges are considered for all new vacant allotments, not just freehold ones.
- Cross-contamination of stormwater by wastewater is picked up and corrected more often, reducing environmental contamination.
- Greater flexibility for stormwater discharge to use existing and new ponding areas, without increasing natural hazard risk, which may be more affordable in instances where natural processes (e.g. sedimentation, denitrification, absorption) can treat and discharge stormwater runoff.

Effectiveness and efficiency

The combination of Options 2 to 5 makes improvements that increase the effectiveness and efficiency of three water requirements through subdivision.

Overall evaluation

Following the assessment above, Options 2, 3, 4, 5 are the preferred option.

The recommended changes are provided in the amended THW and SUB chapters, and new APP17 – Three Waters Connections, appended to this report.

There are no consequential amendments for other parts of the District Plan.

Risk of acting/not acting

If Option 1 (not acting – status quo) is used, the risks include:

- Developments being encumbered by high administrative costs with minimal environmental benefits.
- Confusion on whether or how the subdivision rules apply to residential units.

Recommended Option

Following the assessment above, the combination of Options 2, 3, 4 and 5 is the recommended option.

The recommended changes for Issue 7 are provided in the amended THW and SUB chapters, and new APP17 – Three Waters Connections, appended to this report.

There are no consequential amendments for other parts of the District Plan.

Issue 7: Minor edits and changes

A number of minor changes are required to improve the efficiency and effectiveness of the THW chapter and the three waters parts of the SUB chapter. These are shown in the table below.

Change	Reason

In SUB-S4, allow for stormwater to be disposed to ground in an inundation area, as long as it is not an existing natural hazard inundation area (permitted activity) or does not increase natural hazard risk (restricted discretionary activity).	Some methods to dispose stormwater will create inundation areas, such as retention/detention ponds, as part of the method. In other instances use of existing inundation areas may be appropriate, for example into a gully that has culvert controls for peak flows, however this is likely to need a resource consent check that this method does not increase natural hazard risk.
Relocate three waters policy for subdivision currently in the Three Waters Chapter to the Subdivision Chapter, and delete references to "residential units" from three waters subdivision standards.	The THW chapter has no rules for subdivision, so the THW subdivision policy is not implemented through those rules. All provisions relating to subdivision should be in the Subdivision chapter, according to the National Planning Standard. There are overlaps between subdivision policy in the THW chapter and parts of the SUB chapter. SUB rules do not manage development of residential units, so references to them can be deleted from the subdivision standards without affecting the operation of the rules.
Remove content in new APP17 – Three Waters Connections that relates to subdivision and new lots.	The subdivision rules refer to the WWL Regional Standard as a referenced document. The rules that refer to APP17 – Three Waters Connections do not include new subdivided lots.
Replace the phrase *'Adequately service the catchment including all current and future lots ultimately possible under the operative District Plan'* with *'Adequately service the catchment including all current and future lots indicated as likely to be developed in the Wellington City Housing and Business Development Capacity Assessment'*. Make similar replacements where the District Plan's theoretical capacity is referenced.	Under new planning regulation including the National Policy Statement on Urban Development 2020 and the 2024 District Plan policy approach, the District Plan's theoretically possible lots will usually far exceed the future lots that are likely to be created and developed. This is because the District Plan gives increased development potential across the City, to allow landowners commercial markets to decide where and when to develop with more competitive land options. The Housing and Business Development Capacity Assessment evaluates future development demand and capacity over 30 years, so is the more useful reference point for this standard.
In the APP17 Table 6 on residential development population density, replace: • *'CBD'* with *'City Centre Zone'*. • *'Residential'* with *'General Residential Zone'* or *'Medium Density Residential Zone'*. • 'Inner city' with 'High Density Residential Zone'. • *'Suburban Centre'* with *'Metropolitan Centre Zone', 'Local Centre Zone'* or *'Neighbourhood Centre Zone'*. • *'Maximum building height and coverage as per District Plan'* with *'Building height thresholds in CCZ-S1, and 80% site coverage'*.	Alignment with the Planning Standards zones used in the District Plan. General Residential Zone is not currently used, but future rezonings could introduce it. This adds more certainty for applicants rather than trying to work out where the *'CBD'* boundary is, and what is *'inner city'*. The City Centre Zone does not have maximum building heights and coverage anymore. The height thresholds in CCZ-S1 are reasonable indications from the Wellington City Spatial Plan 2021 about the typical sorts of heights anticipated in different parts of the City Centre Zone, although a few buildings will be higher than this. 80% site coverage anticipates that while some buildings will use the whole site, the site area often does not extend up to all floors. In other sites, public

	spaces, alleys, service areas etc are included. 80% becomes a conservative estimate for new City Centre Zone development overall.
Replace water/wastewater/stormwater *'system'* with *'network'*.	*'Network '*is the most consistent term used for public reticulation in other District Plans, and better reflects the structures that the new building/subdivision will be connecting to. *'System'* is too broad a category.
In THW-R2, apply the same rules for General Rural Zone and Large Lot Residential Zone to the Natural Open Space Zone, Open Space Zone, and Wellington Town Belt Zone	The Natural Open Space Zone, Open Space Zone, and Wellington Town Belt Zone have low levels of building coverage, which is likely to continue with maximum building coverage of 5%, 10% and 5% respectively. With rain runoff being easily absorbed on-site hydraulic neutrality does not need to be a consideration. Many more of the buildings in these zones will not need connections for three waters, so are in the same category of three water connection considerations as the General Rural Zone. We considered whether the Waterfront Zone, Quarry Zone and Sport and Active Recreation Zone should also be moved to THW-R2.3/4, but decided to retain the status quo for these zones because: • The Waterfront Zone has large areas of impermeable surface, including the Harbour Quays and Post Office Square, with hydraulic neutrality and three water connection concerns being similar to the City Centre Zone. • The Quarry Zone, while usually having few buildings, is very enabling of new buildings with no site coverage requirements. If quarrying work ends and land is used for other industrial or commercial buildings, three waters connections and stormwater runoff may be issues to address. • The Sport and Active Recreation Zone has similar site and building coverage standards to the Large Lot Residential Zone, however the City has a few existing Sport and Active Recreation Zone sites with extensive buildings, car parks, roofing and other impermeable areas with three waters and stormwater effects.

Summary of Recommendations

A summary of the recommended options is provided in the table below.

Issue 1	**Structure of the Three Waters chapter**
Option 2: Re-write the rules so that they apply to specific activities (e.g. residential units), and the standards housing the requirements for connections to three waters infrastructure, limiting copper and zinc, and stormwater management. Then link the appropriate standards in the relevant activity rules.	
Issue 2	**References to the Wellington Water Regional Standard in the District Plan**
Combination of Options 3, 4 and 5: • Amend the Wellington Water Regional Standard referenced document for three waters connections in the Subdivision and Three Waters chapters to the new Wellington Water Regional Standard for Water Services v3.1, December 2024; and in the Three Waters chapter and/or Subdivision chapter, extend the content being referenced in the new Regional Standard to include all provisions relevant to the capacity of the network and level of service changes resulting from the development. • Three Waters connections standards drawn from the Regional Standard relating to network capacity and level of service, but not new infrastructure design or quality, should be in a new District Plan appendix: APP17 – Three Waters Connections. • Standards in permitted rules in the Three Waters and Subdivision chapters should reference the new APP17. • Consequential amendment to LLRZ-S8.1.	
Issue 3	**Three waters connection requirements for residential and non-residential buildings**
Combination of Options 2, 3 and 4: • Restrict compliance to the wastewater connection standards to new buildings that have sanitary plumbing. • Restrict compliance to the water connection standards to new buildings that have plumbing and are not accessory to an existing use on-site. • Restrict compliance to the stormwater connection standards to new buildings over 20 m^2 roof area.	
Issue 4	**Water-sensitive design assessment and permeable surfaces**
Combination of Options 2 and 3: • Connecting the permitted baseline of 30% permeable coverage in urban zones and 60% in Large Lot Residential Zone with the water-sensitive design methods restricted discretionary rule. This means that all developments must either meet the permeable coverage standard as a permitted activity, or incorporate water-sensitive design methods as a restricted discretionary activity. The hydraulic neutrality rules would remain the same. • Add public and limited notification preclusion clauses for the permeable surface rules.	
Issue 5	**Copper and zinc building materials**
Option 4: Delete THW-P2, THW-R3, and associated text in the Introduction section of the THW chapter; amend THW-R3 to be clearer on only applying to exterior cladding and roofing, and amend THW-R3.1.b to form a new controlled activity rule that enables an assessment and conditions to be imposed; and extend to the General Rural Zone and Large Lot Residential Zone if the stormwater is piped into a water body or a stormwater network.	
Issue 6	**Three waters standards applying to subdivision**
Combination of Options 2, 3, 4 and 5: • Add reference to a new APP17 – Three Waters Connections instead of referring to the Code of Practice, for three waters-related standards. • Water levels of service requirements (now in APP17) to only apply to new vacant allotments (not just freehold). New allotments around existing buildings or residential units to only require an independent water supply connection.	

• Wastewater levels of service requirements (now in APP17) to only apply to new vacant allotments (not just freehold). New allotments around existing buildings or residential units to only require an existing functional wastewater connection. Lots without reticulated wastewater to just have an area sufficient to meet Regional Plan on-site treatment requirements, not provided with a system at the time of subdivision. • Stormwater levels of service requirements (now in APP17) to only apply to new vacant allotments (not just freehold). Stormwater cannot enter wastewater network. Stormwater can be disposed in inundation areas where this is not an identified natural hazard area.	
Issue 7	**Minor ordering and phrasing edits**
Adopt minor amendments and phrasing edits within the THW chapter.	

Consultation

The recommended changes have been circulated to planners in the Council's Resource Consent Team, to Wellington Water Ltd, and to iwi authorities. The Wellington Regional Standard for Water Services was also notified as a referenced document for comments before the Proposed Plan Change 1 was notified. Feedback was given on this referenced document as well.

Feedback received, as detailed below, has informed this section 32 evaluation report.

Resource Consents Team	Bill Stevens, Team Leader Resource Consents, has assessed the planning and real-world application of the Three Waters provisions as part of this assessment of options. His advice is incorporated throughout this section 32 evaluation report.
Wellington Water Ltd	Bradley Blucher and Angela Penfold from WWL met with Council officers on 19 December 2024 and 9 January 2025 to discuss the proposed changes to the Three Waters provisions. A more detailed discussion with Bradley was on 24 June 2025. WWL provided two sets of written feedback and advice on the Three Waters provisions and proposed changes. Through this and phone conversations WWL has given detailed feedback. The main areas of comment include, but are not limited to: • Hydraulic neutrality being focused on peak flow rather than overall quantity. • Ensuring a greater degree of control when developers are building new three waters infrastructure which the Council will be vesting and incorporating into existing systems and networks. • Support for more clarity about standards in the District Plan being focused on connections and three waters capacity, and making them clearer whether or not the standards are met. • Consideration how water sensitive design is managed in the District Plan and regional plan, and the overlaps/conflicts. • Lack of stormwater solutions for small structures less than 40 m2, but concern around cumulative stormwater effects from multiple structures. • Support for District Plan provisions to be practical and efficient for both developers and WWL, focusing on addressing significant environmental and level of service risks. On 23 July 2025, Bradley Blucher from WWL provided comments and changes on the final draft of changes to THW, SUB and APP17, both in writing and via phone conversations. Most changes were incorporated into the proposed version, however a few specific recommended changes were too complex to resolve in full between Council and WWL before this plan change is tabled with Council. These matters may be reconsidered through a Council submission on the plan change. However, any Council-submitted amendments are likely to be minor and should not change the substantive direction that others will submit on.

Wellington International Airport Limited	Wellington International Airport Limited (WIAL) supports changes to the District Plan that provide clarity around the implementation of the Three Waters chapter. WIAL seeks to ensure that water sensitive design does not become a mandatory requirement where there are operational or function requirements, or health and safety issues, that would preclude such design options from being implemented, such as biosecurity, bird strike issues, spatial constraints. The WIAL designation does not cover all airport activities. WIAL seeks some flexibility in the requirements for water sensitive design. Three Waters chapter should avoid inefficient consenting of WIAL (and other) global stormwater discharge consents that do not use Council or WWL networks. The chapeau of the rules needs to be clearly articulated to ensure it is clear when the rules are triggered. Consideration should be given to the use of bullet points, as per the approach used in other chapters of the 2024 District Plan. For example, it is not clear if THW-R1 applies only to new residential buildings, or all buildings.
Spencer Holmes Limited	The inclusion of Council's own documents by reference is not appropriate – particularly where the document sets a permitted standard. The majority of documents currently incorporated by reference are for the purposes of policy overview or for assessment criteria purposes. Where other referenced documents are used to set a permitted standard, the document is a recognised national standard from Standards New Zealand or a NZTA standard. These national documents have been subject to a formal process to consider and adopt the standard. The Code of Practice for Land Development (2025 version) and the Regional Standard have not been subject to any rigorous submission and decision process. The Code of Practice for Land Development and the Regional Standard are not written to be applicable as permitted standards for a District Plan as they have more general language and therefore require a degree of 'discretion' to interpret them as a standard for compliance. Consequently, these documents should be limited to use in the District Plan as guidance material for assessment criteria. Any relevant standard(s) to be applied from the Regional Standard should be written directly into the District Plan. In that way, the *'standard'* can be subject to appropriate consideration via the Schedule 1 submission and decision process.
Greater Wellington Regional Council	GWRC supports the extension of THW requirements to the General Rural Zone and Large Lot Residential Zone. With the exception of retaining the greater area of permeable surface for large-lot residential properties as currently required by rule THW-R8. GWRC supports retention of the Restricted Discretionary activity status. The Restricted Discretionary rule could be utilised to protect sensitive receiving environments such as surface water bodies or coastal areas from exposure to zinc and copper contaminants as there may be circumstances where non-compliance with the PA conditions of THW-R3 warrants a decline in consent. This relief is directed by Policy FW.3 (k) of the RPS Change 1: manage land use and development in a way that will minimise the generation of contaminants, including in relation to the choice of building materials. GWRC supports the application of permeable surface and water-sensitive design rules and standards across different zones and activities in line with Policy FW.3(f) of the RPS Change 1. GWRC seeks that any changes to the application of permeable surface and water sensitive design rules will maximize the application of these

		requirements. GWRC notes that permeable surfaces are a mechanism of water-sensitive urban design principles. GWRC recommends that the District Plan includes an understanding that permeable surfaces are water sensitive design.

Wellington City District Plan – Omnibus Plan Change

Natural and Coastal Hazards – Reference to Crown Entities

Scope of Proposed Change

To update references to *'Crown Entities'* in the Coastal Hazards chapter for consistency with the Natural Hazards chapter.

Background

At the time of notification of the Proposed District Plan (PDP) both the Natural Hazards (NH) and Coastal Hazards policies and rules referred to *'Crown Entities'*.

Natural and Coastal Hazards were addressed in Hearing Stream 5. The Natural Hazards chapter followed the Intensification Planning Instrument Process, whereas the Coastal Hazards provisions (located in the Coastal Environment chapter) followed the Part 1 Schedule 1 process.

No submissions were received requesting that the term *'Crown Entities'* be replaced in the Plan; however, the Council's reporting officer identified inconsistencies across similar plan provisions and recommended that this terminology was too broad and should be replaced with references to the names of specific entities in relation to the Natural Hazards provisions[1]. In the 2024 District Plan provisions in the Natural Hazards chapter (NH-P16, NH-P17, NH-R2 and R3) no longer refer to *'Crown Entities'.* Instead, the provisions list the specific entities that they relate to.

The Coastal Hazards provisions (CE-P25 and CE-R17) regulate similar matters to the Natural Hazards provisions. The Council's reporting officer[2] identified that amending the Natural Hazards chapter would lead to inconsistences in the Plan, but as this matter was not raised in submissions relating to these provisions there was no scope to recommend these provisions be amended.

Issue

That there is a lack of consistency in terminology used between the Natural Hazards and Coastal Hazards chapters, leading to uncertainty with implementation of the 2024 District Plan.

Assessment of Options

Recommended options

The options for resolving this issue are as follows:

1. To retain the status quo.
2. To replace the term 'crown entities' in CE-P25 and CE-R17 with a list of the relevant specific entities.

Cost/Benefit Assessment

The options are assessed below. The assessment is additional to information in the Section 32 - Part 2 - Natural and Coastal Hazards, and is limited to the effect of the changes.

[1] Section 42A Report: Natural Hazards and Coastal Hazards, para 73-74
[2] Section 42A Report: Natural and Coastal Hazards, para 73-74, 901

Option 1: Retain the status quo

Operative CE-P25 and CE-R17 use the term *'Crown Entities'*, enabling a variety of crown entities to operate under this permitted rule.

Costs:

- Retains a lack of clarity and inconsistency between chapters, preventing efficient Plan administration.

Benefits:

- None.

Option 2: Amend CE-P25 and CE-R17 to replace the term '*Crown entities'* with a list of the relevant specific entities

Costs:

- None.

Benefits:

- Improved clarity achieved through enabling only those entities who have a legislative remit to undertake natural hazard management for the protection of people, property and infrastructure to undertake hazard mitigation works as a permitted activity under the policy and permitted rule. This is a more effective approach to providing for flood hazard management and managing potential adverse effects associated with these works.
- Improved consistency across the Natural Hazards and Coastal Hazards provisions, resulting in improved Plan user experience.

Efficiency and effectiveness

Option 2 is considered to be the most efficient and effective option as it ensures a consistent approach to the enabling of particular entities to undertake hazard mitigation works to result in reducing hazard risk.

Risk of acting/not acting

There are no significant risks associated with either option identified above.

Overall evaluation

Option 2 is the recommended option as it achieves District Plan consistency.

Recommendation

Option 2 is recommended, being to amend CE-P25 and CE-R17 to replace the term *'Crown Entities'* with a list of the relevant specific entities.

Recommended amendments

Coastal Hazards Chapter
CE-P25: Coastal hazard mitigation works involving green infrastructure Enable green infrastructure and encourage Mātauranga Māori approaches undertaken by a ~~Crown entity t~~he Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited or Wellington International Airport Limited or their nominated contractors or agents within the identified Coastal Hazard Overlay where this will reduce the risk from coastal hazards to people, property and infrastructure.
CE-R17 Green infrastructure for the purposes of coastal hazard mitigation works undertaken by ~~a Crown entity~~ the Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited or Wellington International Airport Limited or their nominated contractor or agent within the Coastal Hazard Overlays Activity status: Permitted Where: The works must be undertaken by either the Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited or Wellington International Airport Limited or their nominated contractors or agents ~~Crown entity, Regional or Territorial Authority or an agent on their behalf~~ for the express purpose of coastal hazard mitigation works.

Consequential amendments

No consequential amendments are required.

Wellington City District Plan – Omnibus Plan Change Natural and Coastal Hazards Provisions
Scope of Proposed Change To amend definitions and rules related to the management of natural hazards risk to ensure these are consistent with the policy intent of the chapters and are fit for purpose.
Background The Council's staff assessing resource consent applications, and checking compliance with the District Plan for building consent application have identified that low risk activities were requiring resource consent in flood hazard overlays, and also that an unintended gap exists with respect to habitable accessory buildings in hazard overlays.
Issue That the matters outlined below render aspects of the Natural Hazards and Coastal Hazards rules ineffective in achieving their intent. Three separate issues have been identified, with refinement to the rules for buildings and structures located in Flood and Coastal Hazards Overlays required, as detailed below. 1. <u>Ensure low risk building additions (non-habitable structures such as decks) that do not impede or divert overland flowpaths, or displace floodwaters are not unnecessarily caught by the Natural Hazard chapter flood hazard rules requiring resource consent.</u> Under the 2024 District Plan, additions to buildings for hazard sensitive activities or potentially hazard sensitive activities in a flood hazard inundation area require resource consent under rule NH-R4 when specified floor levels are not achieved. The result of this is that additions such as carports or decks may require resource consent regardless of the low risk from these types of additions. This approach is inconsistent with the approach to standalone buildings and structures for less hazard sensitive activities (which includes 'accessory buildings used for non-habitable purposes') are permitted in flood hazard – inundation area under NH-R1 on the basis that the risk to people and property is low. It is noted that due to the possibility for these buildings or structures to impede or divert flowpaths they have a Restricted Discretionary activity status when proposed in an overland flowpath or stream corridor. There is also a slight inconsistency between NH-R1.2, which includes NH-P3 as a matter of discretion. NH-P3 requires that buildings and structures not be located with the stream corridor overlay, which creates uncertainty on how an application for a structure in the stream corridor should be treated. 2. <u>Ensure that small scale structures such as letterboxes, clotheslines, signs are allowed in overland flowpaths</u> Currently, any structure for a Less Hazard Sensitive Hazard Activity will require resource consent if proposed to be located within an overland flowpath under NH-R1.2. The intent of the Natural Hazards and Coastal Hazards chapters as stated in the chapter introductions is that if an activity

is not identified in the definitions is proposed in a Natural Hazard Overlay, then for the purposes of the application it shall be assessed as a less hazard sensitivity activity.

Many overland flowpaths are located in road corridors, where small scale structures are anticipated and will not divert or impede flowpaths to an extent that requires management by the district plan, such as signage or letterboxes.

3. Ensure habitable accessory buildings are appropriately managed by the Natural Hazard and Coastal Hazard rules.

   There is an existing gap in the rules for habitable accessory buildings (e.g. sleepouts). Habitable accessory buildings (e.g. sleepouts) are excluded from the definition of Less Hazard Sensitive Activity but are not addressed elsewhere in the hazard sensitivity definitions or rules.

   This results in habitable accessory buildings (e.g. sleepouts) being treated as permitted activities in all hazard overlays which is inconsistent with the objectives and policies of the Natural Hazards and Coastal Environment chapters. Habitable accessory buildings have the same level of vulnerability to natural hazards as habitable building additions (e.g. NH-R4 or CE-R18).

4. Approach to activities that are not included in the hazard sensitivity definitions.

   There is a lack of clarity as a result of relying on the chapter introduction to clarify that for activities not specifically listed in the Less Hazard Sensitive Activities, Potentially Hazard Sensitive Activities and Hazard Sensitive Activities definitions, the non-listed activities are to be treated as low hazard sensitive activities.

Assessment of options

Relevant options

The relevant options for addressing each of the identified matters are set out in the assessment below.

Cost/Benefit Assessment

The options are assessed below. The assessment is additional to information in the Section 32 - Part 2 - Natural and Coastal Hazards, and is limited to the effect of the changes.

Issue 1: Ensure low risk building additions (non-habitable structures such as decks) that do not impede or divert overland flowpaths, or displace floodwaters are not unnecessarily caught by the Natural Hazard chapter flood hazard rules requiring resource consent

For the purposes of this evaluation, the following options have been considered for **Issue 1**:

- **Option 1:** Retain the status quo.
- **Option 2:** Amend provisions to permit non-habitable building additions in flood hazard – inundation area overlay, and clarify how buildings and structures for less hazard sensitive activities in stream corridors are managed.

Option 1: Retain the status quo

Costs:

- Requires additions such as decks and carports to achieve a floor level above modelled flood levels which is unnecessary due to the low risk of these types of additions.
- The cost of resource consent where required for small-scale non-habitable building additions that are low risk. Examples such as decks are generally semi-permeable and carports will generally either be of permeable wooden construction base or small-scale concrete pad.

Benefits:

- Ensures that non-habitable building additions such as garages that could experience damage in a flood event or be used as habitable rooms achieve floor levels to manage safety of people and reduce damage to property.

Option 2: Amend provisions to permit specified building additions in the flood hazard - inundation overlay, and clarify how buildings or structures for less hazard sensitive activities in stream corridors are managed.

Benefits:

- Reduced costs and time resulting from non-habitable buildings additions not requiring resource consent when proposed in the flood hazard - inundation overlay
- Improved clarity for plan users and administrators.

Costs:

- Those additions not specified would still require compliance with minimum floor levels to be treated as a permitted activity in the flood inundation area overlay.

Option 3: Amend provisions to permit all non-habitable building additions in the flood hazard - inundation overlay, and clarify how buildings or structures for less hazard sensitive activities in stream corridors are managed.

Benefits:

- Reduced costs and time resulting from non-habitable buildings additions not requiring resource consent when proposed in the flood hazard - inundation overlay
- Improved clarity for plan users and administrators.

Costs:

- Non-habitable buildings or uses is not defined in the plan, however there is a definition of habitable room. The habitable room definition excludes rooms such as laundry and bathroom which may create the potential for building additions for these spaces to fall within the exception which would not be appropriate due to the potential for property damage.

Overall, it is considered that it is more effective and efficient to permit specified non-habitable building additions in the flood hazard - inundation overlay which would remove the requirement for these types of additions to achieve a stipulated finished floor level.

Option 2 ensures that the Plan effectively and efficiently manages natural hazard risk and achieves the purpose of the Act. In particular, Section 6(h) of the Act.

Issue 2: Ensure that small scale structures such as letterboxes, clotheslines, signs are allowed in overland flowpaths

For the purposes of this evaluation, the following options have been considered for **Issue 2**:

- Option 1: Retain the status quo.
- Option 2: Amend provisions to provide exclusions for small scale structures such as letterboxes, clotheslines, signs are allowed in overland flowpaths.
- Option 3: Amend provisions to only control buildings but not structures in overland flowpaths
- Option 4: Amend provisions to not control structures in overland flowpaths in road reserve.

A review of other District Plans that have recently been reviewed highlights a range of approaches, as outlined below:

District Plan	Approach to structures in Overland Flow Path
Porirua City Council	The definition of Less Hazard Sensitive Activities includes buildings and structures that are not used for hazard-sensitive or potentially-hazard-sensitive activities. However, the rule that manages Less Hazard Sensitive Activities in all hazard only applies to buildings, but not structures.
New Plymouth District Council	Accessory buildings or building additions permitted subject to standards, including *no diversion or transfer of flood water onto, or increase the potential impact of a flood event on any adjoining site*
Auckland Council	Fences and walls located within or over an overland flow path that do not obstruct the overland flow path are a permitted activity; and Any buildings or other structures, including retaining walls (but excluding permitted fences and walls) located within or over an overland flow path are restricted discretionary.
Hamilton City Council (proposed plan change)	Permitted subject to broad standards (similar to NPDC)

Option 1: Retain the status quo

Costs:

- Costs of having to obtain resource consent for small scale structures such as letterboxes, clotheslines, and signs are allowed in overland flowpaths to obtain resource consent which is unnecessary due to the low risk of these types of additions.

Benefits:

- None.

Option 2: Amend provisions to permit small scale structures in overland flowpaths

These types of structures present less risk than trees and vegetation which are often located in overland flowpaths in road corridors and private property.

Costs:

- Possibility that multiple permitted structures are located with an overland flow path result in diversion or impedance of the overland flowpath and subsequently an increase risk.

Benefits:

- Reduced costs resulting from small scale structures such as letterboxes, clotheslines, signs are allowed in overland flowpath not requiring resource consent.

Option 3: Amend provisions to only control buildings but not structures in overland flowpaths

Costs:

- Possibility that this could result in structures for less hazard sensitive activities being located within an overland flow path and result in diversion or obstruction of the overland flowpath and subsequently increase risk.

Benefits:

- Reduced costs resulting from structures for less hazard sensitive activities in overland flowpaths not requiring resource consent.

Option 4: Amend provisions to not control structures in overland flowpaths in road reserve.

Costs:

- Possibility that this could result in multiple structures for less hazard sensitive activities being located within an overland flow path and result in diversion or obstruction of the overland flowpath and subsequently increase risk.

Benefits:

- Reduced costs resulting from structures for less hazard sensitive activities in overland flowpaths not requiring resource consent.
- Council as the road controlling authority can use the landowner approval process to ensure inappropriate structures are not established in road corridor. While flood hazard is not a primary consideration as part of this process

Overall, it is considered that it is more effective and efficient for the plan to be amended to be more permissive of small scale structures such as pole structures, and signs in overland flowpaths on the basis these types of structures would not divert or obstruct flowpaths. However, it is considered inappropriate to permit a structure of any scale as it is entirely plausible that a structure, such as a fence or wall, could divert or obstruct a flowpath. Consideration of other district plan has not assisted in establishing the point at which the size or scale of a structure is likely to divert or obstruct a flowpath. $0.2m^2$ is considered appropriate as it provides for most pole structures and a standard fence post. The option of being more permissive of structures in flowpaths that are located in road corridors is considered low risk, and appropriate as road corridors have a capacity that multiple structures are unlikely to impact capacity/flow and structures such as walls and fences are unlikely to be erected in a road corridor in a manner that significantly divert or obstruct a flowpath. The Council also has alternative processes to control structures in road reserves.

A combination of Option 2 and Option 4 is considered to be the most appropriate option to address the issue, ensures that the Plan effectively and efficiently manages natural hazard risk and achieves the purpose of the Act.

Commented [JS1]: Check and confirm final position following WWL feedback

Issue 3: Ensure habitable accessory buildings are appropriately managed by the Natural Hazard and Coastal Hazard rules

For the purposes of this evaluation, the following options have been considered for **Issue 3**:

- Option 1: Retain the status quo.
- Option 2: Ensure habitable accessory buildings are appropriately managed by the Natural Hazard and Coastal Hazard rules by including in the definition of Hazard Sensitive Activity
- Option 3: Ensure habitable accessory buildings are appropriately managed by the natural hazard and coastal hazard rules by including 'habitable accessory buildings' to the policies and rules that manage building additions.

Option 1: Retain the status quo

Costs:

- The lack of controls for habitable accessory buildings in hazard overlays could result in harm to people and damage to property in a natural hazard event.

Benefits:

- Avoids the cost of obtaining resource consent for habitable accessory buildings.

Option 2: Ensure habitable accessory buildings are appropriately managed by the Natural Hazard and Coastal Hazard rules by including in the definition of Hazard Sensitive Activity

Benefits:

- The natural hazard risks for habitable accessory buildings proposed to be located in hazard overlays are appropriately managed to ensure safety of people and reduce chance of damage to property.
- Results in the existing rule framework treating habitable accessory buildings the same as hazard sensitive activities.

Costs:

- The cost of obtaining resource consent for habitable accessory buildings.

Option 3: Ensure habitable accessory buildings are appropriately managed by the Natural Hazard and Coastal Hazard rules by including 'habitable accessory buildings' in the policies and rules that manage building additions

Benefits:

- The natural hazard risks for habitable accessory buildings proposed to be located in hazard overlays are appropriately managed to ensure safety of people and reduce chance of damage to property.

Costs:

- As this option would require integration of 'habitable accessory buildings' into a number of existing provisions that are focused on managing building additions, this could result in unintended consequences. For example, in the Wellington Fault limited additions to an existing building are provided for, but is not be appropriate to enable a standalone habitable building, as this would be managed under NH-R14.

Overall, it is considered that it is more effective and efficient for the plan to manage habitable accessory buildings in hazard overlays by included them in the definition of Hazard Sensitive Activities.

Option 2 is the preferred option as it ensures that the District Plan will effectively and efficiently manage natural hazard risk and achieve the purpose of the RMA. In particular, Section 6(h) requires that the Plan recognises and provides for *"the management of significant risks from natural hazards"* as a matter of national importance.

Issue 4: Approach to activities that are not included in the hazard sensitive activity definitions

For the purposes of this evaluation, the following options have been considered for **Issue 4**:

- Option 1: Retain the status
- Option 2: Amend the hazard sensitivity definitions to provide greater clarity ie include a catch-all within the LHSA definition *'Any other activity not included in PHSA and HSA definitions'*, with an update the Introduction to the Natural Hazards chapter to reflect this change.

Option 1: Retain the status Quo

Costs:
- Lack of clarity for District Plan users as a result of having to rely on information contained in the chapter introduction.

Benefits:
- None.

Option 2 Amend the hazard sensitivity definitions to provide greater clarity, ie include a catch-all within the LHSA definition *'Any other activity not included in PHSA and HSA definitions'*, with an update the Introduction to the Natural Hazards chapter to reflect this change

Costs:
- None.

Benefits:
- Greater clarity for District Plan users.

Ensures that the Plan effectively and efficiently manages natural hazard risk and achieves the purpose of the Act. In particular, Section 6(h) of the Act.

Following the assessment above, it is recommended that Option 2 is progressed to amend the hazard sensitivity definitions to provide greater clarity, ie include a catch-all within the Less Hazard Sensitive Hazard Association to include *'any other activity not included in PHSA and HSA definitions'*.

Efficiency and effectiveness

The recommended options are considered to be the most efficient and effective options to ensure that the District Plan appropriately manages natural hazard risk and achieves the purpose of the Act, in particular s6(h).

Risk of acting/not acting

There are no significant risks associated with any of the recommended options.

Consultation

Consultation has been undertaken in accordance with Clause 3 and Clause 4A of Part 1 Schedule 1 of the RMA. The following feedback was received relevant to the proposed amendments to the natural and coastal hazards provisions:

Entity	Feedback	Response
GWRC	*The current WCC plan does not acknowledge kōhanga reo and research activities which are defined as Hazard Sensitive activities in RPS Proposed Change 1.* *GW acknowledges that Kōhanga Reo may fall under "educational facility" which is captured in the hazard sensitive definition, however, would seek that this is made explicit through the plan.* *The RPS or RPS Proposed Change 1 do not have a definition or a policy on Less Hazard Sensitive Activities.*	Kōhanga Reo are included in the District Plan definition of *'childcare service'* which is included in the *'hazard sensitive activities'* definition.

Recommended amendments

1. **Amend the Definitions of Less Hazard Sensitive Activities and Hazard Sensitive Activities**
2. **Amend the Introductions to the Natural Hazards chapter**
3. **Amend NH-R1**
4. **Amend NH-R4**

Definitions Chapter

LESS HAZARD SENSITIVE ACTIVITIES

means the following land use activities:

a. Accessory buildings used for non-habitable purposes
b. Buildings associated with marina operations (above MHWS)
c. Maritime emergency facilities
d. Informal recreation activities and organised sport and recreation activities within the Sport and Active Recreation Zone, including those for maritime purposes in the Evans Bay Marine Recreation Area
e. Parks Facilities
f. Parks Furniture
g. Quarrying activities
h. Any other activity that is not provided for by the activities listed in the definitions of Less Hazard Sensitive Activities, Potentially Hazard Sensitive Activities and Hazard Sensitive Activities

HAZARD SENSITIVE ACTIVITIES

means the following land use activities:

a. Childcare Services
b. Community Facility
c. Educational Facility
d. Emergency Service Facilities
e. Hazardous Facilities and Major Hazardous Facilities
f. Healthcare facility
g. Hospital
h. Marae
i. Multi-unit housing
j. Places of Worship
k. Residential Units and Minor Residential Units (including those associated with Pakakāinga) including attached garages, and additions or conversions for a residential activity
l. Retirement Village
m. Visitor Accommodation
n. Accessory buildings used for habitable purposes

Natural Hazards Chapter

Introduction

. . .

~~If an activity is not identified in the definitions is proposed in a Natural Hazard Overlay, then for the purposes of the application it shall be assessed as a less hazard sensitivity activity. The exception to this are Wellington~~ Airport purposes, operational port activities, passenger port facilities and rail activities~~. These have been~~ are specifically excluded from the hazard classification above and they have their own District Plan framework, for development for these activities. This is in recognition of the social and economic benefits these activities have and that their position in the City is largely fixed. When considering development for ~~the purposes of the Wellington A~~airport purposes operational port activities, passenger port facilities and rail activities, then this will be assessed against the specific policies and rules provided in this chapter.

. . .

NH-R1: Less hazard sensitive activities within all Natural Hazard Overlays

1. Activity status: **Permitted**

Where:

~~a. Any buildings and structures are located outside of the identified overland flowpaths or stream corridor of the Flood Hazard Overlay.~~

a. Any structures are located:
   i. Within the identified overland flowpaths of the Flood Hazard Overlay, and within the road corridor or with a footprint of less than 0.2m^2; or
   ii. Outside of the identified overland flowpaths of the Flood Hazard Overlay; and
b. Any buildings are located outside of the identified overland flowpaths of the Flood Hazard Overlay; and
c. Any buildings and structures are located outside of the identified stream corridor of the Flood Hazard Overlay.

2. Activity Status: **Restricted Discretionary**

Where:

a. Compliance with the requirements of NH-R1.1.a and NH-R1.1.b is not achieved.

Matters of discretion are:

1. The matters in NH-P3.

3. Activity Status: **Discretionary**

Where:

a. Compliance with the requirements of NH-R1.1.c is not achieved.

NH-R4: Additions to all buildings in the inundation area, overland flowpaths or the stream corridor of the Flood Hazard Overlay

1. Activity status: **Permitted**

Where:

a. The addition is located within an inundation area, and
   i. Is a deck or carport; or
   ii. ~~When located within an inundation area,~~ The finished floor levels of the addition for hazard sensitive activities or potentially hazard sensitive activities are demonstrated to be above the 1% Annual Exceedance Probability Flood level:
      a. plus the height of the floor joists; or,
      b. plus the height of the concrete floor slab; and
b. The additions are not located within an overland flowpath; and
c. The additions are not located within a stream corridor.

2. Activity status: **Restricted discretionary**

Where:

a. Compliance with the requirements of NH-R4.1.a is not achieved.

Matters of discretion are:

1. The matters in NH-P4.

3. Activity status: **Discretionary**

Where:

a. Compliance with the requirements of NH-R4.1.b is not achieved; and
b. The finished floor levels of the addition (excluding decks and carports) to a building containing a hazard sensitive activity located within an overland flowpath is demonstrated to be above the 1% Annual Exceedance Probability flood level:
   i. plus the height of the floor joists; or
   ii. plus the height of the concrete floor slab.

	4. Activity status: **Non-Complying** Where: a. Compliance with the requirements of NH-R4.1.c or NH-R4.3.b is not achieved.
Consequential amendments No consequential amendments are required.	

Wellington City District Plan – Omnibus Plan Change

Flood Hazard Mapping

Scope of Proposed Change

To amend the Flood Hazard overlay mapping where updated flood modelling with respect to specific sites has changed the extent of modelled flooding.

Background

Flood Hazard Mapping

Due to the timing of Wellington Water Limited's (WWL) development of flood modelling and associated flood mapping that was included in the notified 2022 Proposed District Plan (PDP), there are isolated parts of the city where updates to the flood model that have occurred post submissions and decisions on the PDP have resulted in a change in the extent of flood hazard mapping.

WWL investigate site specific queries on the flood mapping that reflects the WWL flood modelling as they receive them. Where a site specific assessment results in changes to the flood modelling, this updated position is available to support resource consent applications for proposed buildings or activities in areas identified in the Plan as within a Flood Hazard Overlay. WWL record these changes for inclusion in plan changes to update the flood hazard mapping in the 2024 District Plan.

The Council's Resource Consents Team, and customer queries received by WWL where the District Plan Flood Hazard Overlays differ from the WWL modelling, have identified that this places unnecessary costs and development constraints on landowners.

Currently, the identified areas are:

1. An area in Crofton Downs where recent approved development including bulk earthworks and local stormwater infrastructure has been undertaken;
2. 15 Chelmsford St, Ngaio (and adjacent properties);
3. 415 Horokiwi Rd (and adjacent properties); Belize Grove, Grenada Village;
4. Bell Street, Tawa (rectifying an error with flood mapping relating to an incorrect city boundary); and
5. Removal of stream corridor that no longer exists following completed bulk earthworks at 86 Rochdale Drive, and 112 Melksham Drive, Churton Park.

The result of this is that there have been resource consents required for activities proposed within the Flood Hazard Overlays, where the flood assessment undertaken by WWL has identified that there is no flood hazard risk based on updates to their flood model. While in many cases this is unavoidable as the lack of flood hazard is only identified following a more granular site assessment undertaken at the time of proposed development of a site, the District Plan maps should be periodically updated to reflect the updated WWL flood model.

Strategic Direction

The following objectives in the Strategic Direction chapter of the 2024 District Plan are relevant to this issue:

SRCC-O2	Risks from natural hazards are: 1. Identified and understood; …

Issue

That updates to the flood hazard modelling that informs the flood hazard mapping have identified undue constraints on identified sites and result in inefficient implementation of the District Plan.

Assessment of options

Cost/Benefit Assessment

The options are assessed below. The assessment is additional to information in the Section 32 - Part 2 - Natural and Coastal Hazards, and is limited to the effect of the changes.

Flood Hazard Mapping

For the purposes of this evaluation, the following options have been considered:

- Option 1: Status Quo
- Option 2: Update the Flood hazard overlay mapping

Option 1: Status Quo - Retain existing flood hazard overlay mapping

Costs:

- Resource consent is required for activities in locations that the WWL flood model no longer identifies at risk of flooding in a 1:100 year event. This places additional costs and development constraints on the owners of these sites.

Benefits:

- Nil

Option 2: Update the Flood Hazard Overlay mapping

Benefits:

- Resource consent is not required for activities in locations that the WWL flood model no longer identifies at risk of flooding in a 1:100 year event.
- Alignment with strategic direction.

Costs:

- Costs to Council with respect to the resourcing needed for this aspect of the plan change.

Efficiency and effectiveness

Option 2 is clearly the most efficient and effective option as it ensures that the District Plan flood hazard overlays accurately reflect best available information on flood hazard.

Risk of acting/not acting

There are no significant risks associated with either option identified above.

Overall evaluation of the issue The Flood Hazard Overlay mapping is directly informed by flood modelling undertaken by WWL. WWL often update the flood model on receipt and verification of site-specific information. WWL have provided updated mapping that reflects the updated flood model. This update ensures that in these locations, the Flood Hazard Overlay mapping is accurate, and that the rules requiring resource consent do not unnecessarily apply to areas not at risk from flood flooding. The result is a more efficient and effective District Plan.
Recommendation Option 2: Update the Flood Hazard Mapping is the recommended option.
Consultation Pre-notification consultation with directly affected landowners was undertaken prior to public notification of the plan change. There was general support from those landowners that provided feedback. The Ministry of Education provided support for the mapping amendments as they relate to Ngaio Playcentre.
Recommended changes to mapping Mapping updates prepared and provided by WWL.
Consequential amendments No consequential amendments are necessary.

Wellington City District Plan – Omnibus Plan Change Helicopter Landing Noise and Agricultural Aviation
Scope of Proposed Change To remove "*And Agricultural Aviation"* from the title of NOISE-R4 to correct an error in this title.
Background The Noise chapter in the 2024 District Plan lists out activities whose noise is exempt from the chapter. One of these activities is agricultural aviation activities (item 9). Agricultural aviation activities are defined as follows: *"means the intermittent operation of an aircraft over a rural or natural open space zone using a rural airstrip or helicopter landing area for primary production activities; conservation activities for biosecurity, or biodiversity purposes (including stock management); and the application of fertiliser, agrichemicals, or vertebrate toxic agents (VTAs). Aircraft includes fixed-wing aeroplanes, helicopters, and unmanned aerial vehicles (UAVs)".* This exemption is the product of a recommendation by the Independent Hearings Panel (IHP). However, NOISE-R4's rule title includes "And agricultural aviation", implying that this rule will manage agricultural aviation noise. The content of the rule is not relevant to agricultural aviation.
Issue That the framework in the 2024 District Plan does not reflect the recommendations of the IHP[1], to exempt agricultural aviation activities from the noise chapter regulation. This likely stemmed from an error in the translation of their recommendations to the 'tracked changes' version, which was used to update the ePlan for tranche 1 decisions. As currently drafted, it would be unclear if the activities are to be exempt, as per the exemptions list, or require resource consent under NOISE-R4. The content of the rule only relates to helicopter landing area noise, and notwider agricultural aviation activities as the rule title would suggest.
Assessment of Options The following assessment sets out whether or not amendments to the provisions are necessary for improved District Plan implementation and consistency. *Relevant Options* For the purposes of this evaluation, the following options have been considered: • **Option 1**: Retain the status quo. • **Option 2**: Remove reference to agricultural aviation activities from NOISE-R4 chapeau.

[1] IHP Report 5A: Noise, Para 109 – 117.

Cost/Benefit Assessment

Cost and benefits associated with the options are addressed in the tables below.

Option 1: Status Quo	
Costs *Environmental* • There are no environmental costs to this option. *Economic* • As this was an error in implementation of the ePlan, it could risk legal cost for challenge. *Social* • There are no social costs to this option. *Cultural* • There are no cultural costs to this option.	**Benefits** *Environmental* • There are no environmental benefits to this option. *Economic* • There are no economic benefits to this option. *Social* • There are no social benefits to this option. *Cultural* • There are no cultural benefits to this option.
Effectiveness and efficiency Option 1 is not effective at remedying the issue as the issue is the status quo differs from the intention of the IHP. The status quo inherently cannot address the issue. It is not an effective or efficient option because it lacks clarity as there is differing direction on whether agricultural aviation noise should be exempt or addressed through NOISE-R4.	
Overall evaluation of Option 1 This option is ineffective at addressing the issue and is not recommended.	
Option 2: Remove reference to agricultural aviation activities from NOISE-R4 chapeau	
Removing reference to agricultural aviation activities from the title of the rule would mean that it is clear the rule does not apply to these activities and the agricultural aviation activities would be exempt from regulation under the chapter. This would align with the inclusion of this activity in the exemptions list in the Introduction to the chapter.	
Costs *Environmental* • There are no environmental costs to this option. *Economic* • There are no economic costs to this option. *Social* • There are no social costs to this option. *Cultural* • There are no cultural costs to this option.	**Benefits** *Environmental* • There are no environmental benefits to this option. *Economic* • This option will avoid agricultural aviation noise getting caught by the resource consenting process for noise. *Social* • There are no social benefits to this option. *Cultural* • There are no cultural benefits to this option.

Effectiveness and efficiency Option 2 is the most effective option to address the issue because it gives effect to the intention of the IHP and remedies the incorrect translation of their intention into the ePlan.
Overall evaluation of Option 2 Option 2 is recommended as it will remedy the lack of clarity between the exemptions list and the rule addressing agricultural aviation activities.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of not acting as:

- Potential legal challenge due to the error in carrying over the IHP recommendations.
- Potentially capturing agricultural aviation noise in the resource consent process when it is not intended to.

The proposed amendment does not change how the rule is intended to be applied, and there are no risks associated with making this change.

Consultation

The Council's Environmental Noise Team has advised that they support this change.

Recommended Option

Option 2 is the preferred option for the reasons stated above.

Recommended Changes

NOISE-R4	**Helicopter landing noise ~~and Agricultural Aviation~~**
Hospital Zone Airport Zone	Activity status: **Permitted** Note: The likelihood of noise arising from helicopter activity in the area surrounding Wellington Regional Hospital (Newtown) is signalled by a mapped noise advisory overlay. Aircraft (which includes helicopters) used in emergencies or as air ambulances, are exempt from the provisions of the Noise chapter. There are no associated standards.
All other Zones	Activity status: **Permitted** Where: Compliance with the recommended limits and noise management provisions as set out in NZS6807:1994 Noise Management and Land Use Planning for Helicopter Landing Areas is achieved.
All other Zones	Activity status: **Discretionary** Where: Any of the requirements of NOISE-R4.2 are not achieved.

Consequential Amendments

No consequential changes are required.

Wellington City District Plan – Omnibus Plan Change Acoustic Insulation Rule Framework
Scope of Proposed change To amend NOISE-R3 (New building, or alterations / additions to an existing building to be used by a noise sensitive activity), NOISE-S4 (Acoustic insulation – high noise areas), NOISE-S5 (Acoustic insulation – moderate noise areas) and NOISE-S6 (Ventilation requirements) to address issues with the implementation and effectiveness of the rule and standards.
Background NOISE-R3 (New building, or alterations / additions to an existing building to be used by a noise sensitive activity) is the rule that regulates acoustic insulation of new buildings, and additions and alterations to existing buildings. The rule requires compliance with the acoustic insulation standards NOISE-S4 and NOISE-S5, as well as the mechanical ventilation requirements in NOISE-S6. A number of issues have been raised with the implementation of this rule and the underlying standards. It is noted that, apart from the reference to the relevant minimum construction schedule and degree of acoustic insulation required, NOISE-S4 and NOISE-S5 are otherwise identical. Where proposed amendments are listed, the same in both standards will be applied to both NOISE-S4 and NOISE-S5, but are only mentioned once to avoid repetition. Policy direction NOISE-P4 (Acoustic treatment of buildings used for noise sensitive activities and provision of alternative ventilation) and NOISE-P6 (Development of noise sensitive activities) provide the policy framework[1]. It is noted that NOISE-P4 is subject to an appeal by Wellington International Airport Limited. Purpose of the rule and standards These rules and standards are primarily for the purposes of mitigating two effects: - Reverse sensitivity – effects on the relevant noise emitters in the high and moderate noise areas by new noise-sensitive uses in the areas. - Residential amenity (internal noise environment) – adverse noise effects on noise-sensitive emitters.
Issue That NOISE-R3 (New building, or alterations / additions to an existing building to be used by a noise sensitive activity), NOISE-S4 (Acoustic insulation – high noise areas), NOISE-S5 (Acoustic insulation – moderate noise areas) and NOISE-S6 (Ventilation requirements) lack clarity and are therefore ineffective.

[1] WIAL Appeal

This issue has primarily arisen due to the broader language used for the standards, and it not accounting for certain situations. The overall formatting of the NOISE chapter and wording of NOISE-R2 also adds confusion. Further details are provided below.

1.1 The exemptions in NOISE-S4.2/NOISE-S5.2 (Alterations and additions, that don't increase the number of bedrooms, and don't increase floor area by more than 10% are exempt from compliance with the standard) have two issues:

- These exemptions do not apply to the ventilation standard – NOISE-S6. That means to comply with NOISE-R3, landowners would need to meet NOISE-S6 by installing an HVAC unit. This is unnecessary as no insulation works are being undertaken.
- The exemption for additions and alterations in (2), as written, also does not apply. (1) is the general clause requiring insulation but includes *'Except as for provided in (2)*'. However (1) uses the phrase *'new building'*. In effect, (1) only applies to new buildings, so any exemption to (1) relating to existing buildings is moot.
    - It is also noted that this *'new building'* framing means that this standard does not apply to existing buildings at all.

1.2 Additions and alterations that meet the exemption to the standards are not required to maintain the baseline level of acoustic treatment of the building, in effect enabling the *'downgrading'* of habitable rooms where they meet this exemption.

- For example, an apartment built to the high noise area equivalent standard under the 2000 District Plan may be doing an addition to habitable rooms that qualify for this exemption, so the addition does not need to meet the standard. These additions could be built without acoustic treatment, which would downgrade the acoustic insulation of the habitable room that did previously meet the high noise area standard.

1.3 Additions and alterations that don't amend building elements listed in the minimum construction schedules may still require resource consent, as the standard applies to all additions and alterations.

- For example, someone may be making an alteration to internal walls to make a bedroom bigger. This may increase floor area of habitable room by more than 10%, so is not exempt under the standard. However internal walls are not required to be treated under the minimum construction schedules, and are unlikely to increase reverse sensitivity effects, or affect the internal noise environment.
- In practice this alteration would still be subject to NOISE-R3,which would not require the applicant to do anything as they would meet the minimum construction schedule by default. However the rule does introduce a requirement for mechanical ventilation, which significantly increases costs for what are otherwise minor alterations.

1.4 The qualifier for the exemption that *'provided it does not increase the number of bed / sleeping rooms'* lacks clarity and it is not clear how this would be applied in certain situations, outlined below:

- Where an existing non-habitable room is converted to a habitable room, and an existing habitable room is converted to a non-habitable room.
- Where a bed / sleeping room is swapped with another habitable room, in two scenarios:
    - Where the existing habitable room is insulated to the degree required by the plan; and
    - Where the existing habitable room is not insulated to the degree required by the Plan.

1.5 The general format of the NOISE chapter is difficult to follow. The requirements and exemptions for construction of new buildings, and additions and alterations to existing buildings, differ. By having the requirements in the same rule and standard it oversaturates both and makes application difficult.

1.6 NOISE-S4.5/NOISE-S5.5 allow applicants to be exempt from the standard should the site meet the noise measurement levels of the relevant emitter for their area. However as currently written, these clauses lack clarity in three ways:

- The measurements are not tied to their relevant noise area. For example, a rail noise measurement could be taken to be exempt, but the site may not be in a rail noise area.
- As this exemption sits within the *acoustic insulation* standard, it does not technically exempt applicants from compliance with the *ventilation standard*, despite no acoustic insulation being required.

1.7 Applicants submitting plans that need to meet the acoustic insulation standards are often confused on what needs to be submitted to show compliance with the standard.

Assessment of Options

Relevant Options

For the purposes of this evaluation, the following options have been considered:

- **Option 1:** Retain the status quo.
- **Option 2:** Amend the rules and standards.

Cost/Benefit Assessment

Option 1: Retain the status quo

The status quo would retain the broader application of the insulation / mechanical ventilation standards to all residential additions and alterations. In practice the status quo framework has proven difficult for applicants and Council officers to follow. It is unnecessarily convoluted and has unnecessary repetition. The costs and benefits of this option are identified below.

Costs	Benefits
Environmental • The status quo is overly prescriptive due to the application of the insulation and ventilation standard in situations where there are limited or no increases in adverse effects. *Economic* • Resource consent may be required for additions / alterations that are not having material changes to the relevant effects that these standards address. The result may be that the applicant then does not have to do anything, because the rule does not require anything of the nature of the addition or alteration.	*Environmental* • The status quo may increase coverage of acoustically insulated habitable rooms, reducing reverse sensitivity effects. This is considered a negligible benefit as the issue primarily relates to situations that have negligible increase in adverse effects. *Economic* • No economic benefits have been identified. *Social* • No social benefits have been identified. *Cultural* • No cultural benefits have been identified.

• As the status quo does not address the identified discrete issues in application, this requires a lot of work by Council Environmental Noise Officers to decide on an approach, with resultant costs to the applicant. • The status quo will potential require unnecessary insulation and ventilation when there is a negligible increase in the relevant effects. These can be costly measures. *Social* • No social costs have been identified. *Cultural* • No cultural costs have been identified.	

Efficiency and effectiveness

Option 1 is not considered to be an effective method of achieving the policy intent of the NOISE chapter (NOISE-P4) and is inefficient insofar as it imposes resource consent requirements in circumstances where acoustic insulation is unnecessary.

Overall evaluation of option 1

Option 1 is not recommended.

Option 2: Amend the rules and standards

Option 2 would involve the following:

1. Removing additions and alterations from the title and content of NOISE-R3;
2. Creating a new NOISE-R4 specific to additions and alterations;
3. Raising the exemptions listed in the standards into the content of the rules for consistency within the chapter;
4. Combining NOISE-S4 and NOISE-S5 into one standard to eliminate overlap, with amendments to retain the differences in requirements between moderate and high noise areas; and
5. Minor changes in response to the discrete issues with the rules and standards:
    - Within NOISE-R3 (as amended), changing *'Does not increase the number of bed / sleeping rooms'* to say *'It does not create a new bed / sleeping room';* and
    - Within the new NOISE-R4 (additions and alterations rule), adding a qualifier to the exemption for additions and alterations stating that if the habitable room was initially built to a certain acoustic insulation standard, that it must at least maintain that standard;
    - Within the new NOISE-R4, including an exemption for additions and alterations that any works that do not add or alter building elements listed in the minimum construction schedules, with this exemption in the rule rather than the standard;
    - Removal of *'New buildings'* from NOISE-S4 (Acoustic insulation) and NOISE-S6 (Ventilation requirements);
    - Within NOISE-S4, adding in the relevant noise area for the exemption pathways in (5) in the standard.
6. Adding a note to direct the format in which applications insofar as they relate to insulation must be submitted.

The costs and benefits of this option are identified below.

Costs	Benefits
Environmental • Clarifying the exemption pathways may mean less habitable rooms are acoustically insulated. However, as the basis for these exemptions is the lack of adverse effects, this environmental cost is considered to be negligible. *Economic* • Requiring additions and alterations, including exempt works, to maintain the baseline acoustic treatment of the room prior to the works, may make it more expensive to undertake these works. The intention with the exemption pathway is to enable small scale additions and alterations with imposing costly insulation and ventilation requirements. *Social* • No social costs have been identified. *Cultural* • No cultural costs have been identified.	*Environmental* • The changes would expand the scope of additions / alterations that are not subject to the insulation and ventilation standards, it may further enable these small scale additions / alterations. • Clarifying that the measurements must be taken within their relevant noise area will that exemptions to the insulation / ventilation standards cannot be achieved through the loophole and ensuring correct application of the standards. • Remedying the error in drafting to ensure that the provision applies to additions and alterations and existing buildings will ensure that the Plan has legal basis for requiring additions and alterations and works in existing buildings to be acoustically insulated. This will provide better environmental outcomes by mitigating reverse sensitivity effects, and adverse effects on the internal noise environment. This benefit will be negligible as in practise this provision has been applying in these situations. by clarifying the exemption pathway in NOISE-S4/NOISE-S5.2 to ensure that *new* bed or sleeping rooms are subject to the standard (As opposed to the 'does not increase the number of bedrooms or sleeping rooms' wording which has issues, identified in the issues section), it will ensure that all new habitable rooms as a result of additions or alterations will be appropriately insulated. • Ensuring that no habitable rooms are downgraded through exempt additions and alterations, it will ensure that existing housing stock does not worsen the adverse noise effects by closing the loophole. • Building elements that require acoustic treatment within the standard, will still be required to meet the standard, ensuring effective noise mitigation for these elements. *Economic* • Reduction of costs associated with unnecessary imposition of insulation and ventilation standards by not requiring compliance when the altered / added building elements do not need to be insulated, and because exempt works do not need to meet the ventilation standard.

	• Clearer wording will reduce complexity and therefore costs associated with preparing and assessing resource consent applications. • Having clarity on how applications should be formatted should make the process more efficient for applications, reducing costs and time. *Social* • Habitable spaces that are safe and healthy, from an environmental noise perspective. *Cultural* • No cultural benefits have been identified.

Efficiency and effectiveness

Option 2 is considered to be an effective way to address the issue as the recommended changes to the NOISE provisions will provide clarity as to how the rules and standards are applied.

Option 2 will result in efficiencies for both developers and Council officers. Notably:

- The construction of new buildings, and additions and alterations to existing buildings, will have different exemptions pathways and qualifiers for each activity status.
- Raising the exemptions into the rules improves clarity and ensures that these apply to both the insulation and the ventilation standards, saving costs by not requiring activities exempt from the insulation to still meet the mechanical ventilation standard.
- Reducing repetition in the two insulation standards by combining them into one but retaining their differences reduces Plan complexity.

Overall evaluation of Option 2

Option 2 is the recommended option as it will provide clarity and improve Plan efficiency.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

By not acting, the District Plan will retain an inefficient rule framework. The risk is ongoing expense to developers and potentially risk of legal challenge.

Consultation

Consultation has been undertaken with officers in the Council's Environmental Noise Team who assess resource consents that are captured by the acoustic insulation rule framework. The feedback primarily related to the application of the rule framework to additions and alterations in discrete scenarios, which fed into the changes supported in this report. The Environmental Noise Team is supportive of these changes.

Through Clause 3 consultation the Council received feedback from three parties. This feedback is summarised below.

Wellington International Airport Limited

WIAL raised that the chapeau of NOISE-R3 has created a potential gap whereby existing buildings that are converted for use by noise sensitive activities are not captured by this rule, or NOISE-R4.

Whilst I believe that additions and alterations alone should adequately cover any conversions, I do not see any harm in strictly including conversions for absolute clarity.

WIAL raised concern that the removal of "Any other noise-sensitive activity" in NOISE-R3.3 creates a potential loophole where any other noise sensitive activities are not captured.

This was removed as it was seen as redundant. Firstly, the rule does not distinguish certain noise-sensitive activities and separate them by activity status – it only categorises by location and number of units. Where these subcategories are not captured by NOISE-R3.1 or R3.2, they will be caught by the catch-all in NOISE-R3.3 statement "The requirements of NOISE-R3 is otherwise not achieved". This necessarily captures all other noise-sensitive activities.

As this is primarily for the purpose of streamlining the provision, I am open to reinstating this.

WIAL raised concern that NOISE-R4 has a focus on bedrooms, not habitable rooms generally.

The term 'bedrooms' only applies in the context of the exemption. The intention of the exemption is to ensure that small scale additions and alterations within high and moderate noise areas do not need a resource consent under the noise chapter, due to the small scale of the effects.

An exception to this is if these additions and alterations result in a new bedroom. A new bedroom implies an increase in the number of residents, which necessarily implies an increase in the scale of the noise-sensitive activity. This should not be exempt because of the increased reverse sensitivity risk.

The rule still otherwise applies to all habitable rooms.

WIAL noted that the incorrect notation for the sound reduction descriptors was used in NOISE-S4.1 and S4.3, not using Dtr, 2m, nT, w + Ctr.

Agreed. This was due to the titles of Tables I & II (Minimum construction tables) using the incorrect notation. As a result I have amended the titles of the minimum construction tables.

WIAL noted that note 4 needed specific reference back to the standard to ensure consistency.

Agreed. As a result the reference to the standard has been tidied.

Kevin Collins on behalf of Design Network Architecture Limited (DNAL)

DNAL provided feedback on provisions that were out of scope of the changes of Plan Change 1 regarding NOISE-S4 and NOISE-S5.

KiwiRail Holdings Limited (KiwiRail)

KiwiRail are generally supportive of the changes to aid in interpretation and implementation.

KiwiRail noted that there is potentially a circular reference in proposed NOISE-R3.3, with the Discretionary Activity status referencing the rule itself.

The intention here is for the Discretionary Activity status to be a catch-all when the requirements of NOISE-R3.2 and NOISE-R3.1 are not met – as a result the rule was amended to make this clear.

KiwiRail noted that proposed NOISE-R4.1 that there no connecting *'and'* between b) and c), which may lead to an interpretation that c) is not required when compliance is met through b).

An *'and'* was added to make this connection clear.

KiwiRail noted that in the 2024 District Plan, the term *'Sleeping rooms'* is used through the standard, and this has been changed to *'bedrooms'*.

This was an intentional change to use more familiar language through the plan to the same effect, as generally the rooms the rule is intending to capture are rooms intended to house permanent sleeping residents which is a potential reverse sensitivity effect.

KiwiRail noted that the drafting of NOISE-R4.1.b.ii is problematic due to the building elements in both tables being the same, and that additions and alterations could be permitted without consideration for ventilation.

Additions and alterations that are permitted through this rule will need to apply ventilation. However, small scale works that meet NOISE-R4.b.ii will not need to provide insulation or ventilation. This was the case under the 2024 District Plan and is carried over. And the reference to Tables I & II is just to ensure that when this permitted pathway is being used, that it applies to both high and moderate noise areas.

KiwiRail noted that the term *'This standard'* is used in NOISE-S4, and that it should directly reference NOISE-S4.

These references have subsequently been amended.

Recommended Option

Following the assessment above, Option 2 is the recommended option. This option addresses the issues in application of the rules and standards, and the reformatting in this option provides for a more efficient rule layout.

Recommended Changes

1. **Amend NOISE-R3**
2. **Create a new NOISE-R3a**
3. **Amend NOISE-S4**
4. **Delete NOISE-S5**

See overleaf.

1. Amend NOISE-R3		
Construction of new buildings~~, or alterations / additions to an existing building~~ to be used by a noise sensitive activity		
	As specified in Rule	1. Activity status: **Permitted** Where compliance with NOISE-S4 (Acoustic Insulation) and NOISE-S6 (Mechanical Ventilation) is achieved: a. ~~Compliance with NOISE-S4 (High Noise Areas) and NOISE-S6 (Ventilation) is achieved~~ ~~w~~Within a High Noise Area for: i. One residential unit on a site in a residential zone. ~~ii. Alteration or addition to an existing habitable room.~~ iii. All residential units within the Commercial and Mixed Use Zones group, unless they are within the Inner Air Noise Overlay. ~~(see APP4), except within the Inner Air Noise Overlay or the Mixed Use Zone.~~ b. Within a Moderate Noise Area for: i. Up to three residential units on a site in a residential zone. ii. All residential units within the Commercial and Mixed Use Zone group. iii. Any other noise sensitive activity. Note: The number of residential units on a site includes any existing residential units.
	~~As specified in Rule~~	~~2. Activity status: **Permitted**~~ ~~Where:~~ ~~a. Compliance with NOISE-S5 (Moderate Noise Areas) and NOISE-S6 (Ventilation) is achieved within a Moderate Noise Area for:~~ ~~i. Up to three residential units on a site in a residential zone.~~ ~~ii. Alteration or addition to an existing habitable room.~~ ~~iii. Any other noise sensitive activity.~~ ~~iv. Residential units the Commercial and Mixed Use Zone Group (see APP4), except within the Mixed Use Zone.~~ ~~Note:~~ ~~1. The number of residential units on a site includes any existing residential units. Unless otherwise restricted by zone or overlay based rules, there is no limit on the number of units per site on land further than 40m from a State Highway that has a posted or maximum variable speed limit equal to or less than 70 km/hour.~~
	As specified in the Rule ~~All Zones~~	~~3.~~ 2. Activity status: **Restricted Discretionary** a. Where compliance with NOISE-S4 (Acoustic Insulation) and NOISE-S6 (Mechanical Ventilation) is achieved: ~~a. Compliance with NOISE-S4 and NOISE-S6 is achieved~~ ~~w~~Within a High Noise Area site for: i. Two residential units on a site in a residential zone. ii. Residential units within both the Inner Air Noise Overlay, and the Commercial and Mixed-Use Zone group. ~~the Mixed-Use Zone~~. iii. Visitor accommodation. ~~b. Compliance with NOISE-S5 and NOISE-S6 is achieved~~ W~~w~~ithin a Moderate Noise Area site for: i. Four or more residential units in a residential zone. ~~ii. Residential units in the Mixed Use Zone.~~

		Matters of discretion are: 1. The matters of assessment in NOISE-S4~~, NOISE-S5~~ and NOISE-S6. 2. The ability to achieve acceptable outdoor amenity. 3. Any proposed mitigation of noise, in accordance with a best practicable option approach (e.g., site layout and design, design and location of structures and buildings and outdoor amenity areas). 4. Sensitivity of the activities activity to current and predicted future noise generation from authorised compliant emitters of noise. 5. The risk of reverse sensitivity effects on regionally significant infrastructure. 6. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard. Note: 1. The number of residential units on a site includes any existing residential units. 2. An operator of regionally significant infrastructure whose project, work or operations generate noise within a High Noise Area, may be considered an affected party for applications in that Area.
	As specified in the rule	~~4.~~ 3. Activity status: **Discretionary** Where: ~~a. Compliance with NOISE-S4 and NOISE-S6 is achieved within a High Noise Area site for:~~ ~~i. Three or more residential units on a site in a residential zone.~~ ~~ii. Alteration or addition to an existing residential unit that increases the existing number of bedrooms.~~ ~~iii. Any noise sensitive activity not otherwise permitted.~~ ~~b. On any site~~ a. Within a High or Moderate noise area: i. Compliance with the requirements of NOISE-R3.1 or NOISE-R3.2 are not ~~otherwise~~ achieved. Note: ~~1. The number of residential units on a site includes any existing residential units.~~ 1. An operator of regionally significant infrastructure whose project, work or operations generate noise within a High Noise Area, may be considered an affected party for applications in that Area.
2. Add new NOISE-R3a		
Additions and alterations to, and conversions of, existing buildings to be used by a noise sensitive activity		
	High Noise Areas Moderate Noise Areas	1. Activity status: **Permitted** a. Where compliance with NOISE-S4 (Acoustic Insulation) and NOISE-S5 (Mechanical Ventilation) is achieved, or: b. Additions and alterations, where no new bedrooms are created, and these additions and alterations: i. Do not increase the floor area by more than 10%; or ii. Do not add or alter building elements listed in the minimum construction tables I & II; and c. Additions and alterations to existing habitable rooms must maintain the level of acoustic insulation of the affected room prior to works being undertaken.

	High Noise Areas Moderate Noise Areas	1. Activity status: **Restricted Discretionary** a. Where compliance with NOISE-R4.1 is not achieved. Matters of discretion are: 1. The matters of assessment in NOISE-S4 (Acoustic Insulation) and NOISE-S6 (Mechanical Ventilation). 2. The ability to achieve acceptable outdoor amenity. 3. Any proposed mitigation of noise, in accordance with a best practicable option approach (e.g., site layout and design, design and location of structures and buildings and outdoor amenity areas). 4. Sensitivity of the activities activity to current and predicted future noise generation from authorised compliant emitters of noise. 5. The risk of reverse sensitivity effects on regionally significant infrastructure. 6. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.

3. Amend NOISE-S4

Acoustic insulation ~~— high noise areas~~

As specified in the standard	1. ~~Except as provided for in (2),~~ ~~a~~Any habitable room in a building to be used by a noise sensitive activity ~~in a new building~~ must be designed, constructed, and maintained to achieve a minimum external to internal noise reduction for habitable rooms of not less than: ~~35 dB $D_{tr,2m,nT,w} + C_{tr}$.~~ a. In moderate noise areas: 30 dB $D_{tr,2m,nT,w} + C_{tr}$ b. In high noise areas: 35 dB $D_{tr,2m,nT,w} + C_{tr}$. ~~2. Any alteration or addition to a habitable room used by a noise sensitive activity within an existing building, which does not increase the floor area of the affected room by more than 10%, providing that the addition or alteration does not increase the number of bedrooms or sleeping rooms is exempt.~~ ~~3~~. 2. Compliance with ~~this standard~~ NOISE-S4 must be achieved by ensuring habitable rooms are designed and constructed in a manner that accords with: a. For high noise areas: Table II — Minimum construction requirements necessary to achieve an advanced external sound insulation level of 35 dB $D_{tr,2m,nT,w} + C_{tr}$;. ~~Minimum construction requirements for external building elements of habitable rooms to achieve an advanced level of acoustic insulation~~; or b. For moderate noise areas: Table I - Minimum construction requirements necessary to achieve a moderate external	Assessment criteria where the standard is infringed: 1. Background noise levels and any special character of noise from any existing activities, the nature and character of any changes to the sound received at any receiving site and the degree to which such sounds are compatible with the surrounding activities; 2. Adverse effects on health and amenity indoors for occupants of buildings containing noise sensitive activities; 3. The ability to achieve acceptable outdoor acoustic amenity; 4. Any mitigation of the noise proposed, in accordance with a best practicable option approach (e.g. site layout and design, design and location of structures, buildings and equipment and the timing of operations); 5. The ability to mitigate adverse effects through

		sound insulation level of 30 dB $D_{tr,2m,nT,w}$ + C_{tr}; or c. An acoustic design certificate signed by a suitably qualified and experienced acoustic expert stating the design proposed will achieve compliance with this standard. 3. Acoustic insulation must be assessed in accordance with ISO 717-1:2020 Acoustics — Rating of sound insulation in buildings and of building elements — Part 1: Airborne sound insulation. 4. Works are exempt from compliance with ~~The requirements of (a)~~ NOISE-S4.1 (Acoustic Insulation) and NOISE-S6 (Mechanical Ventilation) ~~above do not apply~~ where an acoustic design certificate signed by a suitably qualified and experienced acoustic expert, confirms the level of noise incident on the most exposed part of the exterior of any habitable room can be shown, under a reasonable maximum use scenario, does not exceed the following outdoor noise limits at all points 1.5m above ground level, and any part of the floor levels above ground: a. less than 55 dB L_{Aeq} (1h) for rail noise in the rail designation setback noise areas; ~~or~~ and b. Less than 57 dB L_{Aeq} (24h) for highway noise in the state highway designation setback noise area; ~~or~~ and c. Less than 57 dB L_{dn} for port noise in the port noise areas. Notes: 1. NOISE-S4 ~~This standard~~ applies in addition to, and does not affect the requirements of, the Building Act 2004. 2. Distances from a state highway or railway corridor shall be measured from the closest habitable room to the closest point of a state highway or railway designation. 3. 'Reasonable maximum use scenario' shall be the level of noise incident on the exterior of the habitable room based on: a. Rail noise — 70 L_{Aeq}(1h) at a distance of 12 metres from the track, then deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres. b. Highway noise — The current day measured or predicted road traffic noise level L_{Aeq} (24 h) plus 2 dB. c. Port noise — The maximum permitted port noise L_{dn} level based on the location of the Port Noise Control Line. Port noise sources shall be deemed to be operating within wharf areas.	the imposition of conditions such as noise attenuation; and 6. In relation to a heritage building or a contributing building within a heritage area, the extent to which it is practicable to insulate to the required standard without detracting from identified heritage values.

	4. Compliance with NOISE-S4.3.a or NOISE-S4.3.b must be achieved by submitting a set of building plans and specifications, as well as a completed construction table for each habitable room. This must include the material / product name, thickness and mass.	

5. Delete NOISE-S5

~~**Acoustic insulation — moderate noise areas**~~

~~Moderate Noise Areas~~	~~1. Except as provided for in (2), any habitable room in a building used by a noise sensitive activity in a new building must be designed, constructed, and maintained to achieve a minimum external to internal noise reduction for habitable rooms of not less than 30 dB $D_{tr,2m,nT,w}$ + C_{tr}.~~ ~~2. Any alteration or addition to a habitable room used by a noise sensitive activity within an existing building, which does not increase the floor area of the affected room by more than 10%, providing that the addition or alteration does not increase the number of bedrooms or sleeping rooms.~~ ~~3. Acoustic insulation must be assessed in accordance with ISO 717-1:2020 Acoustics — Rating of sound insulation in buildings and of building elements — Part 1: Airborne sound insulation.~~ ~~4. Compliance with this standard must be achieved by ensuring habitable rooms are designed and constructed in a manner that accords with:~~ ~~a. Table I — Minimum construction requirements for external building elements of habitable rooms to achieve a moderate level of acoustic insulation; or~~ ~~b. an acoustic design certificate signed by a suitably qualified and experienced acoustic expert stating the design proposed will achieve compliance with this standard.~~ ~~5. The requirements of 3(a) above do not apply where an acoustic design certificate signed by a suitably qualified and experienced acoustic expert, confirms the level of noise incident on the most exposed part of the exterior of any habitable room can be shown, under a reasonable maximum use scenario, does not exceed the following noise limits at all points 1.5m above ground level, and any part of the floor levels above ground:~~ ~~a. Less than 55 dB L_{Aeq} (1h) for rail noise; or~~ ~~b. Less than 57 dB L_{Aeq} (24h) for highway noise; or~~ ~~c. Less than 57 dB L_{dn} for port noise.~~ ~~Notes:~~	~~Assessment criteria where the standard is infringed:~~ ~~1. Background noise levels and any special character of noise from any existing activities, the nature and character of any changes to the sound received at any receiving site and the degree to which such sounds are compatible with the surrounding activities;~~ ~~2. Adverse effects on health and amenity indoors for occupants of buildings containing noise sensitive activities;~~ ~~3. The ability to achieve acceptable outdoor acoustic amenity;~~ ~~4. Any mitigation of the noise proposed, in accordance with a best practicable option approach (e.g. site layout and design, design and location of structures, buildings and equipment and the timing of operations);~~ ~~5. The ability to mitigate adverse effects through the imposition of conditions such as noise attenuation; and~~ ~~6. In relation to a heritage building or a contributing building within a heritage area, the extent to which it is practicable to insulate to the required standard without detracting from identified heritage values~~ -

		~~1. This standard applies in addition to, and does not affect the requirements of, the Building Act 2004.~~ ~~2. Distances from a state highway or railway corridor shall be measured from the closest habitable room to the closest point of a state highway or railway designation.~~ ~~3. 'Reasonable maximum use scenario' shall be the level of noise incident on the exterior of the habitable room based on:~~ ~~a. Rail noise — 70 L_{Aeq}(1h) at a distance of 12 metres from the track, then deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.~~ ~~b. Highway noise — The current day measured or predicted road traffic noise level L_{Aeq} (24 h) plus 2 dB.~~ ~~c. Port noise — The maximum permitted port noise L_{dn} level based on the location of the Port Noise Control Line. Port noise sources shall be deemed to be operating within wharf areas.~~	

Consequential Amendments

The following consequential amendments are required:

- As a new rule has been added, and two standards have been condensed, consequential renumbering of the underlying rules, standards and references is required. In particular, NOISE-P4 and NOISE-P6 will require amendments.
- The titles of Tables I & II (Minimum Construction Requirements) will amend the acoustic rating notation from $D_{nT,w} + C_{tr} > 35$ dB to $D_{tr,2m,nT,w} + C_{tr}$. This is due to the change in this notation in the reference to these tables in the body of NOISE-S4.3.b.

Wellington City District Plan – Omnibus Plan Change NOISE-S6 – Ventilation Requirements
Scope of Proposed Change To replace NOISE-S6 (Ventilation requirements) in the 2024 District Plan with the standard proposed and recommended by the Independent Hearings Panel in Appendix 1 of the Joint Witness Statement of Mechanical Ventilation Experts, with some minor amendments to the wording for clarity.

Background
 	
NOISE-S6 (Ventilation requirements) went through a suite of changes through the Proposed District Plan hearing process.
 	
In response to submissions the Council's reporting officer[1] (informed by Acoustic and Ventilation experts) recommended to amend NOISE-S6 (Ventilation), primarily in the following ways:
 	
- Increasing the ventilation flow rate to 3 air changes / hour
  o Compared to the New Zealand Building Code (NZBC) minimum in the notified version of the Proposed District Plan and the 2000 District Plan.
- Addition of requirement of cooling and heating to maintain indoor temperatures between 18 – 25 degrees Celsius.
  o This had no equivalent in the 2000 District Plan.
- Noise limits for ventilation units servicing this requirement.
  o This had no equivalent in the 2000 District Plan.
 	
Through the evidence exchange process prior to Hearing Stream 5, there was contention between experts on the amendments recommended by the reporting officer. The Independent Hearings Panel (IHP) then directed expert witness conferencing, which was undertaken on 4 September 2023.
 	
The expert conferencing covered five issues with the ventilation standard, with the outcomes listed below each issue. The joint witness statement, the issues it covers, and the agreed outcomes can be seen here.
 	
The outcomes for the standard as agreed by the experts are presented in a 'marked up' version, attached as Appendix 1 to the joint witness statement above.
 	
In the IHP recommendation report on the noise chapter[2] and associated tracked changes version of the chapter[3] the IHP agreed to the provision as recommended in the joint witness statement.
 	
The IHP tracked chapter that was provided to the Council to make decisions on the Plan included an earlier version of the provision that did not reflect the outcomes from the joint witness statement. This means that the version that the Council made a decision on, which was accepted, does not reflect the outcomes agreed to by the experts in this matter. This version is now operative in the 2024 District Plan.

[1] Section 42A Report - Noise
[2] IHP Report 5A: Noise
[3] Appendix A to IHP report 5A: Noise chapter

Issue

That NOISE-S6 in the operative 2024 District Plan does not reflect the intended iteration of the standard. Additionally, the operative standard lacks clarity in some places and has not adjusted the assessment criteria to reflect the changes to the content.

Assessment of Options

For the purposes of this evaluation, the following options have been considered:

- **Option 1**: Retaining the status quo.
- **Option 2**: Replacing NOISE-S6 with the version recommended by the Independent Hearings Panel.
- **Option 3**: Replacing NOISE-S6 with the version recommended by the Independent Hearings Panel, with minor amendments for clarity and consistency.

The options are assessed in the table below. The assessment is additional to information in the Section 32 Report - Noise, the information provided during the hearings process (here) and is limited to the effect of the changes.

Option 1: Retain the status quo

This option would retain the version as it is in the 2024 District Plan**.**

The status quo does not reflect the recommendations of the IHP, and by extension does not reflect the recommendations of the mechanical ventilation experts who considered options for this standard (Noting that the IHP agreed with the experts). The Council adopted the recommendations of the IHP in relation to this matter, meaning the status quo does not give effect to the Council's decision on this matter.

Costs

- The status quo imposes a much higher ventilation flow rate (3 air changes per hour), which is proving difficult for new developments to meet because of capital costs. It will also increase energy consumption and operating costs for future residents.
- Because the experts agreed that this higher ventilation flow rate was not required, this is excessive regulation and an inefficient approach.
- This option is more expensive for development, as large HVAC systems are required.
- This option does not tie the temperature control to a local design weather condition. This could mean that the systems are not designed properly for Wellington climate.
- This option, due to the higher requirements, unnecessarily imposes higher operational costs and energy consumption for future residents.

Benefits

- This option will provide higher ventilation rates, which may lead to the environmental benefit of improved indoor amenity.

Effectiveness and efficiency

The status quo is ineffective at resolving the issue due to the issue being a mistake in process where the notified standard was meant to be replaced with another option agreed to following expert conferencing attended by noise experts representing submitters and the Council.

In terms of the effect of the change, the mechanical ventilation experts concluded that the notified standard require more than what is required to sufficiently ventilate habitable rooms. It is an inefficient way to achieve the objectives of the chapter.

Overall evaluation of Option 1

Option 1 will not resolve the issue and is not recommended.

Option 2: Replace NOISE-S6 with the version recommended by the Independent Hearings Panel

This option directly reflects the outcomes of the joint witness statement of experts on mechanical ventilation and their recommendations for the standard, and by extension the IHP who accepted the findings of the Joint Witness Statement. This option reflects the Council's decision to adopt the IHP recommendations in relation to this standard.

This version of the standard is provided at **Appendix 2**.

Costs:

- There are no identified environmental, economic, social or cultural costs for this option.

Benefits

- Option 2 allows an equivalent ventilation flow rate equivalent to that required in the NZBC, with a higher 'flush' rate of 1 air change per hour where the rooms do not have openable windows sufficient to meet the NZBC ventilation requirements. This brings it roughly in line with the approach from the 2000 District Plan and represents the recommendations from experts on mechanical ventilation.
- This will prove easier for applicants to meet, while also sufficiently ventilating rooms that need to meet NOISE-S4 and S5 insulation requirements.
- This option will only impose operational costs and energy consumption for future residents to the extent necessary to mitigate the effects of the insulation required under NOISE-S4 and NOISE-S5. The overall costs will be lower.
- This option would ensure that cooling and heating systems are designed with a 2.5% design weather condition for Wellington.

Effectiveness and efficiency

This option reflects the intentions of the IHP and resolve this aspect of the issue. In terms of the effect of the change itself, the amendments reflect a more efficient way to achieve the objectives of the chapter by only requiring ventilation flow rates that are necessary.

Overall evaluation of Option 2

While Option 2 will address the inconsistency between the IHP recommendation and the operative Plan provisions, it will retain some uncertain language in the drafting. Therefore, Option 2 is not recommended.

Option 3: Replace NOISE-S6 with the version recommended by the Independent Hearings Panel, with some minor amendments for clarity

This version sees the adoption of the standard recommended by the IHP, with additional amendments. The proposed changes are provided at **Appendix 1.**

The benefits and costs associated with Option 2 also apply to Option 3. In addition, the following benefits apply to this option:

- Increased clarity of language – some of the language used may have led to confusing application, leading to improved Plan user experience.
- The use of 'HVAC' instead of 'ventilation systems' will ensure, where used, that it is wide enough to capture ventilation, heating and cooling systems instead of just ventilation systems.
- This option ensures that the relevant assessment criteria apply to all HVAC systems, not just ventilation. When the temperature control was added, the assessment criteria was not amended to ensure that internal temperatures, heating and cooling systems were accounted for in resource consents.
- The economic benefit to developers will be reduced consenting and compliance costs.

Effectiveness and efficiency

This option reflects the intentions of the IHP, provides more clarity of language and ensures that the assessment criteria effectively account for the changes within the standard. Therefore, it is an effective way of resolving the issue.

Overall evaluation of Option 2

On the basis that this is the most effective way of resolving the issue, Option 3 is recommended.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

As the recommended changes address an error in process, a risk of not acting is legal challenge (judicial review). Additionally, as the status quo has more stringent requirements than the amended standard, there is a risk of requiring buildings to be over-engineered.

Conversely, there are no identifiable risks associated with acting in this case.

Consultation

Consultation was undertaken with the Council's Environmental Noise Team on two points:

- Drafting (no material changes to requirements)
- Decision on the noise measurement from HVAC units

Whilst no further consultation was undertaken with the mechanical ventilation experts involved in the expert witness conferencing, it is noted that the content of the recommended option was developed by these experts.

Through the clause 3 consultation process the Council received feedback on this provision from Kevin Collins of Design Network Architecture Limited (DNAL). This feedback is summarised below. DNAL note that the temperature control should not be managed by the District Plan. The requirement for temperature control is due to the requirement of buildings to provide acoustic insulation, which necessarily increases the ambient temperature of a bedroom. To mitigate this, there is a requirement for ventilation and temperature control above that required of the New Zealand Building Code. The District Plans temperature control is a response to the acoustic insulation requirements that go above and beyond the requirements of the New Zealand Building Code. DNAL sought that the air flow rates required in NOISE-S6.2.a are reduced to the New Zealand Building Code minimum, because 3 air changes an hour struggles to meet the noise requirements of the units. This change is included in the proposed amendments. DNAL noted that the noise limits for ventilation units are hard to comply with, because manufacturers often measure at a different standard than what the plan requires. And that most systems operate at louder than 35dB at 1m when operating at the maximum duty required by the plan. The decreased ventilation rate requirements should make the noise standard for the units easier to comply with, and the limit is only when used at their required rate, DNAL noted that NOISE-S6.5 – Filter class requirements – should not be managed by the District Plan, and is covered by individual manufacturers maintenance requirements and warranties. This subclause has been removed in the proposed amendments.
Recommended Option Following the assessment above, Option 3 is the recommended option.
Recommended Changes Option 3 is recommended. Refer to **Appendix 1** for the recommended amendments to NOISE-S6. Note that the version of the standard provided at Appendix 2 is provided for information purposes and is not recommended.
Consequential Amendments - References to NOISE-S5 have been removed as a consequence of the proposed changes to that provision to combine the content of NOISE-S4 and NOISE-S5. Refer to the Section 32 report on the acoustic insulation provisions for further detail.

Appendix 1 – NOISE-S6: RECOMMENDED Option 3 – IHP recommended version with additional amended language

NOISE-S6	Ventilation Requirements	
All Zones ~~High Noise Areas~~ - ~~Moderate Noise Areas~~	1. The minimum external to internal noise reduction levels in NOISE-S4 ~~and NOISE-S5~~ must be achieved at the same time as the ventilation requirements of the New Zealand Building Code. Minimum ventilation standards are set out below for habitable rooms classified into one of two possible categories as follows: a. Habitable rooms with ventilation provisions ~~openable windows sufficient in area~~ to meet the ventilation requirements of the New Zealand Building Code; and b. All other habitable rooms requiring to be acoustically insulated under NOISE-S4 ~~and NOISE-S5~~. 2. Where habitable rooms are provided with windows openable to the outside environment sufficient in area to meet the ventilation requirements of the New Zealand Building Code, and where these windows must remain closed to achieve compliance with NOISE-S4 ~~and NOISE-S5~~ acoustic insulation standard~~s~~, the room shall meet the following minimum requirements; a. The room is to be provided with a mechanical ventilation system compliant with section 1.5 Mechanical Ventilation of the New Zealand Building Code G4/AS1 ~~air flow rates adjustable by the occupant in increments up to a high air flow setting of at least three air changes per hour~~; and b. The room is provided with cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C when assessed using the NIWA 2.5% design weather condition for the applicable location; and c. A heating, ventilation and air conditioning ~~ventilation~~ system installed in compliance with NOISE-S6.2.a and NOISE-S6.2.b must not generate an indoor noise level greater than 35dB LAeq (30s) when measured 1 metre from any ~~grille or diffuser~~ outlet or inlet, when operating at the maximum required duty. 3. Excluding habitable rooms qualifying under NOISE-S6.2 ~~(2) above~~, i.e. where opening windows do not meet the ventilation requirements of the New Zealand Building Code, or are not provided, minimum heating, ventilation and air conditioning system requirements for habitable rooms requiring to be acoustically insulated under NOISE-S4 ~~and NOISE-S5~~ are set out as follows; ~~a. The room is to be provided with a mechanical ventilation system with air flow rates adjustable by the occupant in increments up to a high air flow setting of at~~	Assessment criteria where the standard is infringed: 1. The ability to achieve acceptable indoor ventilation, internal temperatures and acoustic amenity; 2. Any mitigation of the proposed ~~ventilation~~ noise from heating, ventilation and air conditioning systems, in accordance with a best practicable option approach; 3. The ability to mitigate adverse effects through the imposition of conditions; 4. In relation to a heritage building or a contributing building within a heritage area, the extent to which it is practicable to achieve ventilation to the required standard without detracting from identified heritage values

	~~least six air changes per hour, with relief provided for equivalent volumes of spill air; and~~ ~~b. The room is provided with cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and~~ ~~c. Any ventilation system installed in compliance with (a) and (b) above must not generate noise at levels greater than 35 dB LAeq (30s) when measured 1 metre from any grille or diffuser up to maximum flow rate of three air changes per hour.~~ a. Heating, ventilation, and air conditioning systems shall be compliant with sections NOISE-S6.2.a - c; and b. The mechanical ventilation system referred to in NOISE-S6.2.a above shall be able to supply outside air at an adjustable rate from the NZBC G4 minimum ventilation rate up to 1 room air change per hour. 4. ~~Confirmation of compliance with this standard will be required by a qualified professional.~~ Alternative to 2) and 3), compliance with this standard must be achieved with a design certificate verified by a suitably qualified and experienced Engineer stating the design proposed will provide ventilation, internal space temperature controls and noise control that meets or exceeds the outcomes described in NOISE-S6.2 and NOISE-S6.3. ~~5. Mechanical ventilation systems shall include Filter Class of at least ISO Coarse 70%, and the filter shall be readily serviceable.~~ 5. ~~Where ventilation ducting is built in and not serviceable, it shall be rigid.~~ Ducting that is inaccessible shall be rigid, flexible ducting shall only be used where accessible. 6. ~~Where ventilation ducting is built in and not serviceable, it shall be rigid.~~Any concealed equipment shall be provided access for servicing. Note: This standard applies in addition to, and does not affect the requirements of, the Building Act 2004.	

Appendix 2 – NOISE-S6: Option 2 – Not recommended: IHP version of the standard without additional amendments

NOISE-S6	Ventilation Requirements	
All Zones	1. The minimum external to internal noise reduction levels in NOISE-S4 and NOISE-S5 must be achieved at the same time as the ventilation requirements of the New Zealand Building Code. Minimum ventilation standards are set out below for habitable rooms classified into one of two possible categories as follows: a. Habitable rooms with ~~openable windows sufficient in area~~ ventilation provisions to meet the ventilation requirements of the New Zealand Building Code; and b. All other habitable rooms requiring to be acoustically insulated under NOISE-S4 and NOISE-S5 2. Where habitable rooms are provided with windows openable to the outside environment sufficient in area to meet the ventilation requirements of the New Zealand Building Code, and where these windows must remain closed to achieve compliance with NOISE-S4 and NOISE-S5 acoustic insulation standards, the room shall meet the following minimum requirements; a. The room is to be provided with a mechanical ventilation system compliant with section 1.5 Mechanical Ventilation of NZBC G4/AS1 ~~with air flow rates adjustable by the occupant in increments up to a high air flow setting of at least three air changes per hour~~; and b. The room is provided with cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C when assessed using the NIWA 2.5% design weather condition for the applicable location; and c. An HVAC ~~ventilation system~~ installed in compliance with (a) and (b) above must not generate noise at levels greater than 35 dB L_{Aeq} (30s) when measured 1 metre from any inlet/outlet when operating at the maximum required duty ~~grille or diffuser~~. 3. Excluding habitable rooms qualifying under (2) above, i.e. where opening windows do not meet the ventilation requirements of the New Zealand Building Code, or are not provided, minimum ventilation system requirements for habitable rooms requiring to be acoustically insulated under NOISE-S4 and NOISE-S5 are set out as follows; a. HVAC systems compliant with sections 2a-c above, and ~~The room is to be provided with a mechanical ventilation system with air flow rates adjustable by the occupant in increments up to a high air flow setting of at least six air changes per hour, with relief provided for equivalent volumes of spill air; and~~ b. The mechanical ventilation system referred to in 2a above shall be able to supply outside air at an adjustable rate from the NZBC G4 minimum ventilation rate up to 1 room air	Assessment criteria where the standard is infringed: 1. The ability to achieve acceptable indoor ventilation and acoustic amenity; 2. Any mitigation of the proposed ventilation noise, in accordance with a best practicable option approach; 3. The ability to mitigate adverse effects through the imposition of conditions; and 4. In relation to a heritage building or a contributing building within a heritage area, the extent to which it is practicable to achieve ventilation to the required standard without detracting from identified heritage values

	change per hour. ~~The room is provided with cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and~~ ~~c. Any ventilation system installed in compliance with (a) and (b) above must not generate noise at levels greater than 35 dB L_{Aeq} (30s) when measured 1 metre from any grille or diffuser up to maximum flow rate of three air changes per hour.~~ 4. Alternatively, in lieu of sections 2 and 3 above, a design verified by a suitably qualified and experienced Engineer stating the design proposed will provide ventilation and internal space temperature controls to meet or exceed the outcomes described in parts 2 and 3. ~~Confirmation of compliance with this standard will be required by a qualified professional.~~ 5. ~~Mechanical ventilation systems shall include Filter Class of at least ISO Coarse 70%, and the filter shall be readily serviceable.~~ 6. Ducting that is inaccessible shall be rigid, flexible ducting shall only be used where accessible. ~~Where ventilation ducting is built in and not serviceable, it shall be rigid.~~ ~~7.~~ Any concealed equipment shall be provided access for servicing. ~~Where ventilation ducting is serviceable, it may be flexible.~~ Note: This standard applies in addition to, and does not affect the requirements of, the Building Act 2004.	

Wellington City District Plan – Omnibus Plan Change

Appendix 5 - Fixed Plant Noise

Scope of Proposed Change

To make the following amendments to Appendix 5 - Fixed Plant Noise:

1. Remove measurement location from the note at the top of the Appendix, so each table is reliant on the location identified within the chapeau.

2. Add the following note to top of chapter to assist with situations where the regular measurement location is impractical:

   Where it is impractical to measure outside the building on any site within any zone, measurements may be made indoors within habitable receiver rooms (with windows closed). Where indoor measurements are undertaken, compliance with the above noise limits shall be determined by adopting the above limits reduced by 15dB.

3. Amend the wording in Table 24 to make it clear that the table applies to receiving zones only.

Background

Appendix 5 provides noise limits for fixed plant noise. It includes three tables, which address different categories of zones generally.

The format of the chapter is receiving zone focused, meaning that it sets limits for noise as *received* in a zone. It does this by listing out zones where the noise will be received, then listing out limits to measure in these zones. It does not concern itself with where the noise is being emitted from; if an activity is generating noise that is received in a defined zone above the limits, it will be in breach of the noise limits.

The appendix also defines where in the zones the noise will be measured from.

Issue

That Appendix 5 requires minor amendments to improve its clarification and implementation.

This issue has three parts, as detailed below.

Issue 1: Each table, and the note at the top of Appendix 5, have different locations from which the noise measurements should be taken

There is differing direction on where the measurements should be taken.

There is an overarching 'note' which gives one direction on where to take measurements, whilst the chapeau for each table has its own direction. This is demonstrated in the table below.

Location	Measurement location
Note at top of appendix	*as measured within the boundary of any site within the specified receiving zones.*
Table 22 High Density Residential Zone Medium Density Residential Zone	*at any point within any other site in the following receiving zones*
Table 23 General Rural Zone Future Urban Zone Large Lot Residential Zone	*within the notional boundary of any building housing a noise sensitive activity in the following specified receiving zones*
Table 24 General Industrial Zone Quarry Zone Commercial and Mixed Use Zone Group Hospital Zone Tertiary Education Zone Stadium Zone Waterfront Zone	*at the outside wall of any building on any site*

This issue is creating confusion on how measurements for fixed-plant noise are supposed to be taken as it is unclear whether the measurement should be done according to the note, or according to the title in the table.

Note that the 'Commercial and Mixed Use Zone Group' is defined in Appendix 4 – Permitted Noise Standards, and includes the Neighbourhood Centre Zone, Local Centre Zone, Mixed Use Zone, Metropolitan Centre Zone and City Centre Zone. This list also refers to the Commercial Zone; however, this zone has subsequently been deleted from the 2024 District Plan.

Issue 2: The chapeau of Table 24 has incorrect wording on how the table works

The chapeau wording for Table 24 incorrectly frames the way the table works:

> *"Noise emitted by fixed plant located on any site within the following zones, shall not exceed the stated noise limits at the outside wall of any building on any site, other than the site from which the noise is emitted:"*

This incorrectly states that noise emitted by fixed plant *within the following zones*, when the table is intended to be listing the *receiving* zones. Like the other tables, the location of emission of the noise is irrelevant. This is an error in drafting.

Issue 3: There is no direction in Appendix 5 on what to do when the defined measurement spots are inaccessible

In some situations, it is impractical to take measurements from the required locations (such as outside of the building with no access). The appendix is unclear on how the measurement should be taken in such circumstances.

Appendix 4 – Permitted Noise Standards addresses this through inclusion of a note to clarify that measurements can be taken from inside, with further direction on how to account for this.

Assessment of options

Relevant options

The relevant options for addressing each of the identified issues are set out in the assessment below.

Cost/Benefit Assessment

The options are assessed below. The assessment is additional to information in the Section 32 Evaluation Report. Part 2: Noise, and is limited to the effect of the changes.

Issue 1: Each table, and the note at the top of Appendix 5, have different locations from which the noise measurements should be taken

For the purposes of this evaluation, the following options have been considered for **Issue 1**:

1. **Option 1:** Retain the status quo
2. **Option 2:** Remove measurement locations from chapeau of each table, relying on the measurement location in the note
3. **Option 3:** Remove the measurement location from chapeau of the note and rely on the measurement location in the chapeau of the tables

Option 1: Retain the status quo

Costs

Retaining the status quo will retain the inconsistency between the chapeau within each table and the note. This could lead to an inconsistent and unclear approach to fixed-plant noise measurement, resulting in additional costs associated with development, including consenting and compliance costs.

Benefits

There are no identified benefits for this option.

Option 2: Remove measurement locations from chapeau of each table, relying on the measurement location in the note (Measuring within the boundary of any site)

Costs

There are no identified costs to this option.

Benefits

There is only one source of truth for the measurement locations for each of the tables, increasing clarity and reducing potential consenting and compliance costs.

Option 3: Remove the measurement location from the note and rely on the measurement location in the chapeau of the tables

Costs

There are no identified costs to this option.

Benefits

The measurement locations within the chapeau of each of the tables are fit-for-purpose for the zones in each table.

There is only one source of truth for the measurement locations for each of the tables, increasing clarity. The economic benefit will be reduced consenting and compliance costs.

Effectiveness and efficiency

Option 3 is considered to be the most effective and efficient option as it provides clarity as to how the noise emission standard is applied.

Overall evaluation of Issue 1

Overall, Option 3 is the recommended option.

Issue 2: The chapeau of Table 24 is incorrectly worded to say that noise emitted from the zones listed in the table is measured in the same zones listed

For the purposes of this evaluation, the following options have been considered for **Issue 2**:

1. **Option 1:** Retain the status quo
2. **Option 2:** Amend the wording in the chapeau of Table 24 to clarify that *any* noise that is received in the listed receiving zones is subject to the limits and that noise emissions *must* comply with the table.

Option 1: Retain the status quo

Costs

The table is potentially interpreted to mean that only noise coming from the zones listed in Table 24 is subject to the noise limits in the table. This would exclude noise from any zone not listed in the table, potentially enabling noise from those zones to exceed the limits as received in the zones listed in the table. The environmental effect is adverse noise effects within the receiving zone. The use of shall, rather than must (as used in the other tables) adds uncertainty and is not considered best practice.

Benefits

There are no identified benefits for this option.

Option 2: Amend the wording in the chapeau of Table 24 to clarify that any noise that is received in the listed receiving zones is subject to the limits within the table and that noise emissions *must* comply with the table

Costs

There are no identified costs associated with this option.

Benefits

Option 2 will ensure that noise from zones outside of those listed in the table are properly assessed against the noise limits listed in the table. This option will provide increased clarity and alignment with the approach of the other tables, where all noise is assessed against the limits for the listed receiving zones. This has the potential economic benefit of reduced consenting and compliance costs.

Effectiveness and efficiency

Option 2 is considered to be the most effective and efficient option as it provides clarity as to how the noise emission standard is applied. It is more efficient because it will reduce the opportunity for there to be confusion in the process on how the measurements are taken, potentially saving time.

Overall evaluation of Issue 2

Overall, Option 2 is the recommended option. This is the most effective option as it remedies the identified error. It is the most effective option to manage fixed plant noise in the relevant zones for Table 24.

Issue 3: There is no direction in Appendix 5 on what to do when the defined measurement spots are inaccessible

For the purposes of this evaluation, the following options have been considered for i**ssue 3**:

1. **Option 1:** Retain the status quo
2. **Option 2:** Add the following note to Appendix 5 to provide direction on where to take measurements when the regular location is inaccessible:

   Where it is impractical to measure outside the building on any site within any zone, measurements may be made indoors within habitable receiver rooms (with windows closed). Where indoor measurements are undertaken, compliance with the above noise limits shall be determined by adopting the above limits reduced by 15dB. Where habitable rooms have been noise insulated to protect noise-sensitive uses, then compliance determined indoors shall not allow activities to increase noise emission levels above those that would apply if the noise insulation had not been undertaken.

Option 1: Retain the status quo

Costs

Retaining the status quo will leave a gap in the provision for the Council's Compliance Monitoring Officers, as there is no guidance on how to take measurements when the defined location is impractical. This has potential to result in an ad hoc and inconsistent approach and will increase consenting and compliance costs associated with development.

Benefits

There may be discretion for officers to decide where to take the measurements from which could be an environmental benefit if there are situations where on option may be beneficial than the other. The likelihood of this being a benefit in practise is very unlikely given the minor difference between the two methods.

Option 2: Add a note to Appendix 5 to provide direction on where to take measurements when the regular location is inaccessible

Costs

There are no identified costs associated with this option.

Benefits

Option 2 provides a method to account for situations where measurements from the defined locations are impractical. It will also account for any noise insulation applied to the building. This option aligns with the approach taken in Appendix 4, which has proven effective and useful in applying noise limits from that Appendix.

There will be economic benefits to developers due to reduced consenting and compliance costs.

Effectiveness and efficiency

Option 2 is considered to be the most effective and efficient option as it provides clarity as to how the noise emission levels are measured when the defined measurement spot is inaccessible.

Overall evaluation of Issue 2

Overall, Option 2 is the recommended option. This is the most effective option as it remedies the identified error and provides guidance for those measuring the limits in Appendix 5.

Risk of acting/not acting

There is sufficient information to analyse the appropriateness of acting or not acting.

As the noise measurement locations that are not fit-for-purpose, not acting will retain the potentially overly prescriptive requirements of the appendix.

The proposed changes are for clarification and do not change the intent of how the appendix is applied. Hence the risk of acting is negligible.

Consultation

The Council's Environmental Noise Team has advised that they are supportive of the proposed changes.

Wellington International Airport Limited provided feedback on Note 2:

Intent of last sentence of note 2 is unclear. This sentence implies existing knowledge of the sound insulation performance of a building in the absence of acoustic insulation upgrades. This may not be the case, especially for internal spaces not under the control of the application. WIAL therefore considers the second sentence should be deleted, and instead reliance placed on the 15dB adjustment providing the outcomes sought.

Internal noise levels can be managed through the degree of acoustic insulation . However this also means that if internal noise levels are used, that the level of acoustic insulation can effectively direct what the fixed-plant noise limits are. The intention of this note was to ensure that where acoustic insulation is undertaken, this isn't used as a means to effectively allow a higher fixed-plant noise limit.

Following receipt of this feedback the sentence identified by WIAL was removed. As applicants will need to meet these limits at all relevant sites, their measurements will inherently need to account for the 'worst-case scenario' in the area.

Kevin Collins on behalf of Design Network Architecture Limited provided feedback on the fixed-plant noise limits themselves, noting that the current limits cannot be met because of the units required to meet the internal ventilation requirements.

Whilst the fixed-plant noise limits are not within the scope of this plan change, I do note that the proposed changes to the ventilation standard do lower the maximum required ventilation rates to the NZ Building Code requirements which may assist in meeting the fixed-plant noise limits.

Recommended Option

Following the assessment above, the following amendments are recommended:

- **Issue 1 -** Remove the measurement location from chapeau of the note and rely on the measurement location in the chapeau of the tables (Option 3); and
- **Issue 2 -** Amend the wording in the chapeau of Table 24 to clarify that *any* noise that is received in the listed receiving zones is subject to the limits and that noise emissions *must* comply with the table (Option 2); and
- **Issue 3 -** Add the following note to Appendix 5 to provide direction on where to take measurements when the regular location is inaccessible (Option 2):

  Where it is impractical to measure outside the building on any site within any zone, measurements may be made indoors within habitable receiver rooms (with windows closed). Where indoor measurements are undertaken, compliance with the above noise limits shall be determined by adopting the above limits reduced by 15dB.

Consequential amendments

The Future Urban Zone has been deleted from the District Plan. Consequently it is recommended that references to this zone are deleted from Appendices 4 and 5.

Recommended changes

1. **Amend Note 1**
2. **Add a new Note 2**
3. **Amend the chapeau of Table 24**
4. **Consequential amendment to remove Future Urban Zone from Appendix 4 and 5**

Appendix 5 – Fixed Plant Noise Standards
Note 1: ~~The tables below set out limits for noise generated by fixed plant as measured within the boundary of any site within the specified receiving zones.~~ Sound levels to be measured in accordance with New Zealand Standard 6801:2008 Acoustics - Measurement of Environmental Sound and assessed in accordance with New Zealand Standard 6802:2008 Acoustics - Environmental Noise.

Note 2: Where it is impractical to measure outside the building on any site, measurements may be made indoors within habitable receiver rooms (with windows closed). Where indoor measurements are undertaken, compliance with the noise limits shall be determined by adopting the limits reduced by 15dB.

Table 22 – APP5:	**Noise emitted by fixed plant located on any site must not exceed the following limits at any point within any other site in the following receiving zones:**		
Receiving Zone	**All days 7:00am to 10:00pm**	**All days 10:00pm to 7:00am**	**All days 10:00pm to 7:00am**
High Density Residential Zone Medium Density Residential Zone	45 dB $L_{Aeq\ (15\ min)}$	40 dB $L_{Aeq\ (15\ min)}$	65 dB L_{AFmax}

Table 23 – APP5:	**Noise emitted by fixed plant on any site must not exceed the following limits within the notional boundary of any building housing a noise sensitive activity in the following specified receiving zones:**		
Receiving Zone	**All days 7:00am to 8:00pm**	**All days 8 pm to 7:00am**	**All days 10:00pm to 7:00am**
General Rural Zone ~~Future Urban Zone~~ Large Lot Residential Zone	45 dB $L_{Aeq\ (15\ min)}$	35 dB $L_{Aeq\ (15\ min)}$	60 dB L_{AFmax}

Table 24 – APP5:	**Noise emitted by fixed plant located on any site ~~within the following zones~~, ~~shall~~ must not exceed the stated noise limits at the outside wall of any building on any site, other than the site from which the noise is emitted:**	
Receiving Zone	**At all times**	**All days 10:00pm to 7:00am**
General Industrial Zone Quarry Zone	65 dB $L_{Aeq\ (15\ min)}$	85 dB L_{AFmax}
Commercial and Mixed-Use Zone Group: (as defined in APP4 Table 13) Hospital Zone Tertiary Education Zone Stadium Zone Waterfront Zone	55 dB $L_{Aeq\ (15\ min)}$	75 dB L_{AFmax}

Appendix 4 – Permitted Noise standards	
Table 13 – APP4:	**Noise from activities within the:** **Commercial and Mixed Use Zone Group (defined as listed below)** • **Waterfront Zone** • **General Industrial Zone** • **Tertiary Education Zone** • **Stadium Zone** • **Hospital Zone** • **Corrections Zone**

	• Quarry Zone • ~~Future Urban Zone (see Note 1)~~ • Medium and High Density Residential Zones (see note 2) • Large Lot Residential Zone (see note 2) • General Rural Zone (see note 3)		

Ngā Tautuhinga

Definitions

Note: Definitions in grey are those from the National Planning Standards - 14. Definitions Standard

Term	Definition
1% ANNUAL EXCEEDANCE PROBABILITY FLOOD	Means the modelled 1% Annual Exceedance Probability flood level that informs the Wellington City Council District Plan Flood Hazard Overlays which incorporates climate change predictions and dynamic freeboard.
ABRASIVE BLASTING	means the cleaning, smoothing, roughening, cutting or removal of part of the surface of any article by the use, as an abrasive, of a jet of sand, metal, shot or grit or other material propelled by a blast of compressed air or steam or water or by a wheel.
ACCESS	means an area of land over which vehicle, pedestrian and/or cycling access is obtained to legal road. It includes: a. an access strip; b. an access allotment; and c. a right-of-way
ACCESS ALLOTMENT	means any separate lot used primarily for access to a lot or to lots having no legal frontage. However, if that area of land is: a. 5m or more wide, and b. not legally encumbered to prevent the construction of buildings, it is excluded from the definition of access lot.
ACCESS STRIP	means an access leg or an area of land defined by a legal instrument, providing or intended to provide access to a site or sites, or within the above meaning, an area of land is an access strip if: a. it is less than 5m wide, or b. it is 5m or more in width and is encumbered by a legal instrument, such as a right-of-way, that prevents the construction of buildings.

ACCESSORY BUILDING	means a detached building, the use of which is ancillary to the use of any building, buildings or activity that is or could be lawfully established on the same site, but does not include any minor residential unit.
ACTIVE TRANSPORT	means forms of transport that involve physical effort.
ACTIVE FRONTAGE	means a building façade at ground level that includes windows and preferably an entrance to encourage commercial and community activities and allow passive surveillance of the street, carpark or area of public space.
ADDITIONAL INFRASTRUCTURE	means: a. public open space; b. community infrastructure as defined in section 197 of the Local Government Act 2002; c. land transport (as defined in the Land Transport Management Act 2003) that is not controlled by local authorities; d. social infrastructure, such as schools and healthcare facilities; e. a network operated for the purpose of telecommunications (as defined in section 5 of the Telecommunications Act 2001); f. a network operated for the purpose of transmitting or distributing electricity or gas.
ADDITIONS	means modifications to a building or object that have the effect of increasing the gross floor area, footprint, mass or height of the building or object and includes the creation of new floor levels.
AGRICULTURAL AVIATION ACTIVITY	means the intermittent operation of an aircraft over a rural or natural open space zone using a rural airstrip or helicopter landing area for primary production activities; conservation activities for biosecurity, or biodiversity purposes (including stock management); and the application of fertiliser, agrichemicals, or vertebrate toxic agents (VTAs). Aircraft includes fixed-wing aeroplanes, helicopters, and unmanned aerial vehicles (UAVs).
AIR NOISE BOUNDARY	means a boundary line shown on district plan maps, the location of which is based on the predicted day / night sound level of 65dB Ldn from future aircraft operations at Wellington Airport. The outer extent of the Air Noise Boundary corresponds with the outer extent of the Inner Noise Overlay.
AIR NOISE OVERLAYS	means the area defined by planning maps to show land subject to development restrictions due to potential noise effects from Wellington International Airport. The Air Noise Overlays comprise: a. Inner Air Noise Overlay — being properties lying between the Airport and a modelled 65 dBA Ldn contour, fitted to property boundaries. b. Outer Air Noise Overlay — being properties lying between the 65 dBA Ldn contour and a modelled 60 dBA Ldn contour, fitted to property boundaries.

	Note: The Air Noise Overlays apply to all parts of a property, regardless of whether the modelled contour affects less than the entire property.
AIRPORT ACTIVITIES	Means any activity, wholly or partly, relating to the landing, departure and movement of aircraft and aircraft passengers, including but not limited to: ▪ Ground based infrastructure, plant and machinery necessary to assist aircraft operations; ▪ Emergency service facilities (including police, fire and medical facilities) and aircraft rescue training facilities; ▪ Runways, taxiways, aprons and other aircraft movement areas, including their establishment, operation and use; ▪ Catering activities; ▪ Freight activities; ▪ Vehicle parking and storage, vehicle valet activities, and public transport activities; ▪ Navigation and safety aids, lighting and telecommunication facilities; ▪ Quarantine and incineration activities; ▪ Border control and immigration activities; ▪ Infrastructure and servicing; ▪ Fuel storage and fuelling activities, facilities for the handling and storage of hazardous substances; ▪ Structures to mitigate against the impact of natural hazards; ▪ Associated administration and office activities ▪ Ancillary activities related to the above; and ▪ Servicing, testing and maintenance activities related to the above.
AIRPORT RELATED ACTIVITIES	means ancillary activities or services that provide support to the airport, including but not limited to: a. land transport activities; b. rental vehicle activities; c. educational facilities provided they serve an aviation related purpose; d. retail, commercial and industrial activities associated with the needs of Airport passengers, visitors and employees and/or aircraft movements and Airport businesses; e. administrative offices, provided they are ancillary to an airport or airport related activity; and f. visitor accommodation, conference facilities and associated services. *Airport Related Activities* does not include activities listed in the definition of *Airport Activities.*
ALLOTMENT	has the same meaning as in section 218 of the RMA (as set out in the box below) 2. In this Act, the term allotment means—

	a. any parcel of land under the Land Transfer Act 2017 that is a continuous area and whose boundaries are shown separately on a survey plan, whether or not— i. the subdivision shown on the survey plan has been allowed, or subdivision approval has been granted, under another Act; or ii. a subdivision consent for the subdivision shown on the survey plan has been granted under this Act; or b. any parcel of land or building or part of a building that is shown or identified separately— i. on a survey plan; or ii. on a licence within the meaning of subpart 6 of Part 3 of the Land Transfer Act 2017; or c. any unit on a unit plan; or d. any parcel of land not subject to the Land Transfer Act 2017. 3. For the purposes of subsection (2), an allotment that is— a. subject to the Land Transfer Act 2017 and is comprised in 1 record of title or for which 1 record of title could be issued under that Act; or b. not subject to that Act and was acquired by its owner under 1 instrument of conveyance— shall be deemed to be a continuous area of land notwithstanding that part of it is physically separated from any other part by a road or in any other manner whatsoever, unless the division of the allotment into such parts has been allowed by a subdivision consent granted under this Act or by a subdivisional approval under any former enactment relating to the subdivision of land. 4. For the purposes of subsection (2), the balance of any land from which any allotment is being or has been subdivided is deemed to be an allotment.
ALTERATION	means modifications to a building or object that do not have the effect of increasing the gross floor area, footprint, mass or height of the building or object. Excludes: a. maintenance and repair.
AMENITY VALUES	has the same meaning as in section 2 of the RMA (as set out in the box below) means those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.
ANCILLARY ACTIVITY	means an activity that supports and is subsidiary to a primary activity.
ANNUAL AVERAGE DAILY TRAFFIC MOVEMENT	means the total yearly traffic movements in both directions divided by the number of days in the year, expressed as vehicles per day.

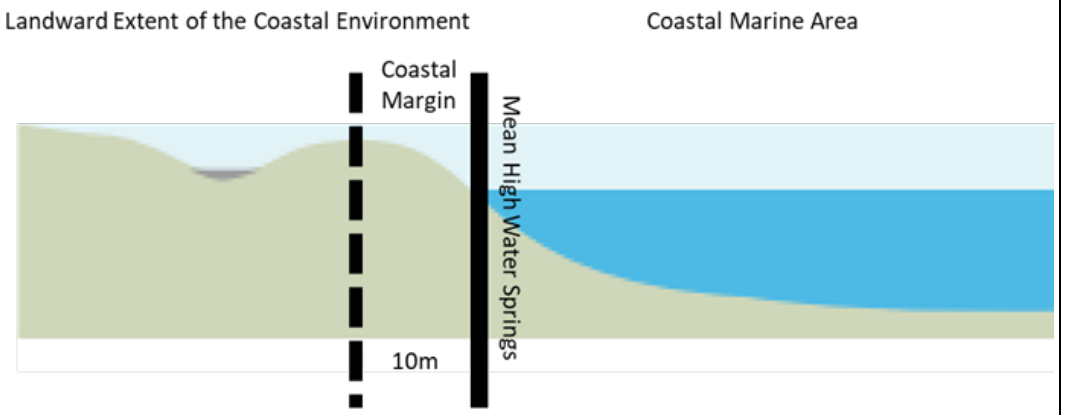
AQUIFER	means a permeable geological formation, group of formations, or part of a formation, beneath the ground, capable of receiving, storing, transmitting and yielding water.
ARCHAEOLOGICAL FEATURES	means any physical evidence of human activity associated with an archaeological site located either below or above ground. Can include structures (portable and non-portable), modified ground (such as trenches, middens, depressions) and artifacts.
ARCHAEOLOGICAL SITE	Has the same meaning as given in the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPT Act) (as set out below): means, subject to section 42(3) of the HNZPT Act,— a. any place in New Zealand, including any building or structure (or part of a building or structure), that— i. was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and ii. provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and b. includes a site for which a declaration is made under section 43(1) of the HNZPT Act.
ARCHAEOLOGICAL SITE RECONSTRUCTION	Returning a scheduled archaeological site to a known earlier state by the reconstruction of missing features through the addition of fabric not presently on the site.
ARCHAEOLOGICAL SITE RESTORATION	Returning a scheduled archaeological site to a known earlier state by the reassembly and reinstatement of surviving but dislodged fabric or by the removal of detractive elements.
ARCHAEOLOGICAL SITE STABILISATION	means to stabilise a scheduled archaeological site to ensure its long-term survival. Stabilisation can include: civil engineering applications (such as retaining walls, rip-rapped slopes, and drainage), applying geotextile, burial of the site, and vegetation management.
ARCHITECTURAL FEATURE	*for the purposes of the Mt Victoria North Townscape Precinct and the Character Precincts* means any feature on a building's façade/exterior, either integral or applied, which helps to 'subdivide' the façade and provides visual interest and a sense of relief and façade detail. Includes windows, bays, balconies, columns, pilasters, cornices, parapets and corners, pediments, verandahs, string courses, balustrades, arches, and projections or recesses (linear, vertical or horizontal), corbels, gargoyles, decorative detail, exposed structure, and other existing identification signage.
ARTS, CULTURE AND ENTERTAINMENT ACTIVITIES	means the use of land and buildings for the primary purpose of artistic, cultural, entertainment, exhibition or conference activities, including: a. museums;

	b. theatres; c. public art galleries and public art; d. cinemas; e. concert venues; f. conference facilities; and g. ancillary office facilities, ticket sales, retail, and restaurants.
ASSISTED HOUSING	Residential units managed by a government, local government, iwi authority, community housing provider or other similar organisation, and occupied by people or households at below-market rates that are affordable for up to median income households as measured by the Wellington Housing Affordability Model. Examples of assisted housing may include long-term leases, rent-to-buy, long-term affordable rentals, subsidised co-housing, and social housing under the Public and Community Housing Management Act 1992.
BED	has the same meaning as in section 2 of the RMA (as set out in the box below) means— a. in relation to any river— i. for the purposes of esplanade reserves, esplanade strips, and subdivision, the space of land which the waters of the river cover at its annual fullest flow without overtopping its banks: ii. in all other cases, the space of land which the waters of the river cover at its fullest flow without overtopping its banks; and b. in relation to any lake, except a lake controlled by artificial means,— i. for the purposes of esplanade reserves, esplanade strips, and subdivision, the space of land which the waters of the lake cover at its annual highest level without exceeding its margin: ii. in all other cases, the space of land which the waters of the lake cover at its highest level without exceeding its margin; and c. in relation to any lake controlled by artificial means, the space of land which the waters of the lake cover at its maximum permitted operating level; and d. in relation to the sea, the submarine areas covered by the internal waters and the territorial sea.
BEST PRACTICABLE OPTION	has the same meaning as in section 2 of the RMA (as set out in the box below) in relation to a discharge of a contaminant or an emission of noise, means the best method for

	preventing or minimising the adverse effects on the environment having regard, among other things, to— a. the nature of the discharge or emission and the sensitivity of the receiving environment to adverse effects; and b. the financial implications, and the effects on the environment, of that option when compared with other options; and c. the current state of technical knowledge and the likelihood that the option can be successfully applied.
BIODIVERSITY COMPENSATION	means a conservation outcome that meets the requirements in Appendix 3 — Biodiversity Compensation and results from actions that are intended to compensate for any more than minor residual adverse effects on indigenous biodiversity after all appropriate avoidance, minimisation, remediation, and biodiversity offsetting measures have been sequentially applied.
BIODIVERSITY OFFSET	means a measurable conservation outcome that meets the requirements in Appendix 2 — Biodiversity Offsetting and results from actions that are intended to: (a) redress any more than minor residual adverse effects on indigenous biodiversity after all appropriate avoidance, minimisation, and remediation measures have been sequentially applied; and (b) achieve a net gain in type, amount, and condition of indigenous biodiversity compared to that lost.
BIRD STRIKE RISK ACTIVITY	means a new or extension to an existing: a. marine food processing facility with external food storage or waste areas accessible to birds; b. sewage treatment and disposal facility; c. abattoir or freezing works; d. landfill facility, waste management facility or composting facility (excluding cleanfill); e. permanent artificial water body resulting in a surface area exceeding 1000 m^2.
BORE	means any hole drilled or constructed in the ground that is used to: a. investigate or monitor conditions below the ground surface; or b. abstract gaseous or liquid substances from the ground; or c. discharge gaseous or liquid substances into the ground; but it excludes test pits, trenches, soak holes and soakage pits.
BOUNDARY ADJUSTMENT	means a subdivision that alters the existing boundaries between adjoining allotments, without altering the number of allotments.

BUFFER	refers to a defined space between core areas of ecological value and the wider landscape that helps to reduce external pressures.
BUILDING	means a temporary or permanent movable or immovable physical construction that is: a. partially or fully roofed; and b. is fixed or located on or in land; but excludes any motorised vehicle or other mode of transport that could be moved under its own power.
BUILDING COVERAGE	means the percentage of the net site area covered by the building footprint.
BUILDING FOOTPRINT	means, in relation to building coverage, the total area of buildings at ground floor level together with the area of any section of any of those buildings that extends out beyond the ground floor level limits of the building and overhangs the ground.
BUILDING IMPROVEMENT CENTRE	means any premises used for the storage, display and sale of goods and materials used in the construction, repair, alteration and renovation of buildings and includes builders supply and plumbing supply centres, furniture and furnishings, and home and building display centres.
BUILT HERITAGE	Heritage buildings identified in SCHED1— Heritage Buildings, Heritage Structures, identified in SCHED2 - Heritage Structures, and contributing buildings and structures within Heritage Areas, identified in SCHED3- Heritage Areas. Excludes identified non-heritage buildings and structures.
CABINET	means a three-dimensional structure that houses radio and telecommunication equipment, traffic operations and monitoring equipment, gas distribution enclosures and electrical equipment associated with the operation of infrastructure, which includes single transformers, storage batteries, and associated switching gear distributing electricity at a voltage up to and including 110KV. For telecommunication equipment only, has the meaning defined in Section 4 of the NES for Telecommunication Facilities means a casing around equipment that is necessary to operate a telecommunication network, but not any of the following: a. a casing around an antenna, a small cell unit, ancillary equipment, or any part of a telecommunication line: b. a casing that is wholly underground: c. a casing that is inside a building: d. a building.

CAR SHARING	means a membership program intended to offer an alternative to car ownership under which persons or entities that become members are permitted to use vehicles from a fleet on an hourly basis.
CHARACTER	*for the purposes of Character Precincts* means a concentration of common, consistent natural and physical features and characteristics that collectively combine to establish the local distinctiveness and identity of an area, and that contribute to a unique 'sense of place' when viewed by the public at large from the street or other public spaces. These contributory features and characteristics are typically comprised of a combination of the following attributes: a. Streetscape level development form contributed to by topography, street pattern, public open space, street trees, land use, lot size and dimension, garage type and location, and the presence (or otherwise) of retaining walls; and b. Site specific built form contributed to by building age, architectural style, primary building type and materials, building siting and boundary setbacks, building height and shape, and site coverage.
CHILDCARE SERVICE	means the care or education of children and includes: a. creches; b. early childhood centres; c. day care centres; d. kindergartens; e. Kohanga Reo; f. playgroups; g. day nurseries; and h. home based childcare and education activities.
CIVIC ACTIVITIES	Means activities or services provided by, or on behalf of, Wellington City Council or a council-controlled organisation to promote the social, economic, environmental and cultural well-being of Wellington's communities.
CLEANFILL AREA	means an area used exclusively for the disposal of cleanfill material.
CLEANFILL MATERIAL	means virgin excavated natural materials including clay, gravel, sand, soil and rock that are free of: a. combustible, putrescible, degradable or leachable components; b. hazardous substances and materials; c. products and materials derived from hazardous waste treatment, stabilisation or disposal practices; d. medical and veterinary wastes, asbestos, and radioactive substances;

	e. contaminated soil and other contaminated materials; and f. liquid wastes.
COASTAL ENVIRONMENT	means the area of the coast which is identified on the planning maps.
COASTAL HAZARD OVERLAYS	means the combined mapped extent within the District Plan of the following coastal hazards: a. Tsunami including sea level rise; and b. Coastal inundation including sea level rise.
COASTAL MARGIN	means all land within a horizontal distance of 10 metres landward from the coastal marine area. 
COASTAL NATURAL CHARACTER AREA	means an area of very high or high coastal natural character identified in SCHED12 - High Coastal Natural Character Areas.
COASTAL WATER	has the same meaning as in section 2 of the RMA (as set out in the box below) means seawater within the outer limits of the territorial sea and includes— a. seawater with a substantial fresh water component; and b. seawater in estuaries, fiords, inlets, harbours, or embayments.
COMMERCIAL ACTIVITY	means any activity trading in goods, equipment or services. It includes any ancillary activity to the

	commercial activity (for example administrative or head offices).
COMMERCIAL PORT	means the area of land to the north and east of Waterloo and Aotea Quays, within Wellington Harbour (Port Nicholson) and adjacent land used, intended or designed to be wholly for Operational Port Activities. The Commercial Port also includes land adjacent to Miramar and Burnham Wharf, intended or designed to be wholly used for Operational Port Activities.
COMMUNITY CORRECTIONS ACTIVITY	means the use of land and buildings for non-custodial services for safety, welfare and community purposes, including probation, rehabilitation and reintegration services, assessments, reporting, workshops and programmes, administration, and a meeting point for community works groups.
COMMUNITY FACILITY	means land and buildings used by members of the community for recreational, sporting, cultural, safety, health, welfare, or worship purposes. It includes provision for any ancillary activity that assists with the operation of the community facility.
COMMUNITY GARDEN	means land used as a garden operated by a group or collective for the purpose of growing plants, vegetables or fruit on a not for profit basis and excludes any retail activity.
COMMUNITY SCALE RENEWABLE ELECTRICITY GENERATION ACTIVITY	means systems or equipment that generate electricity from renewable sources for the purpose of supplying electricity to a group of individuals, an immediate community, or exporting back into the distribution network.
COMPREHENSIVE DEVELOPMENT	means any development of a contiguous area of land that: a. is planned, designed and consented in an integrated manner; and b. contains a mix of activities and building type; and c. is constructed in one or more stages.
CONFERENCE FACILITIES	means the use of land and buildings for the purposes of holding organised conferences, seminars and meetings, or as a venue that is hired for weddings or other functions.
CONNECTIVITY	refers to the structural or functional links or connections between habitats and ecosystems that provide for the movement of species and processes among and between the habitats or ecosystems.
CONSERVATION ACTIVITIES	means the use of land for activities undertaken for the purposes of maintaining, protecting and/or enhancing the natural and/or ecological values of a natural resource. It may include activities which assist to enhance the public's appreciation and recreational enjoyment of the resource, where that is consistent with maintaining, protecting or enhancing the natural and/or ecological values. Activities may include: a. species protection and conservation management work, including restoration and revegetation; b. pest and weed control; and

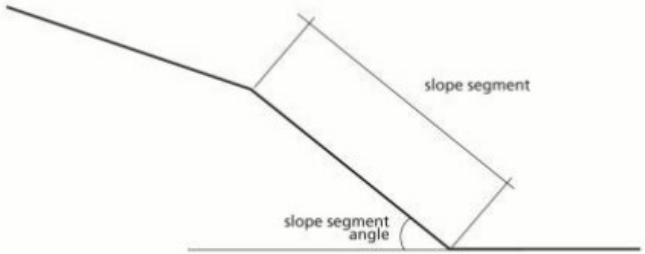
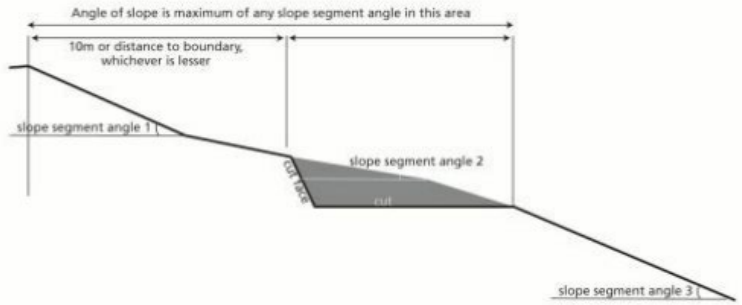
	c. educational activities.
CONSTRUCTED WETLAND	means an artificial wetland that can be designed for flood control in addition to be used for natural processes involving wetland vegetation, soils, and their associated microbial assemblages to treat domestic wastewater, industrial wastewater, greywater or stormwater runoff, to improve water quality.
CONSTRUCTION ACTIVITY	means undertaking or carrying out any of the following building works: a. erection of new buildings and structures; b. additions and alterations to existing buildings and structures; c. total or partial demolition or removal of an existing building or structure; d. relocation of a building.
CONTAMINANT	has the same meaning as in section 2 of the RMA (as set out in the box below) includes any substance (including gases, odorous compounds, liquids, solids, and micro-organisms) or energy (excluding noise) or heat, that either by itself or in combination with the same, similar, or other substances, energy, or heat— a. when discharged into water, changes or is likely to change the physical, chemical, or biological condition of water; or b. when discharged onto or into land or into air, changes or is likely to change the physical, chemical, or biological condition of the land or air onto or into which it is discharged.
CONTAMINATED LAND	has the same meaning as in section 2 of the RMA (as set out in the box below) means land that has a hazardous substance in or on it that— a. has significant adverse effects on the environment; or b. is reasonably likely to have significant adverse effects on the environment.
CONTRIBUTING BUILDINGS AND STRUCTURES	means buildings and structures that contribute to the heritage values of a heritage area and have not otherwise been identified as a heritage building, heritage structure or non-heritage building or structure.
CULTIVATION	means the alteration or disturbance of land (or any matter constituting the land including soil, clay, sand and rock) for the purpose of sowing, growing or harvesting of pasture or crops.
CUSTODIAL CORRECTIONS FACILITY	means a facility where people are detained in the justice system. It includes a prison, detention centre, youth detention centre and secure unit.
CUSTOMARY ACTIVITY	means the use of land and/or buildings for traditional Maori activities and includes making and/or creating customary goods, textiles and art, medicinal gathering, waka ama, management and activities

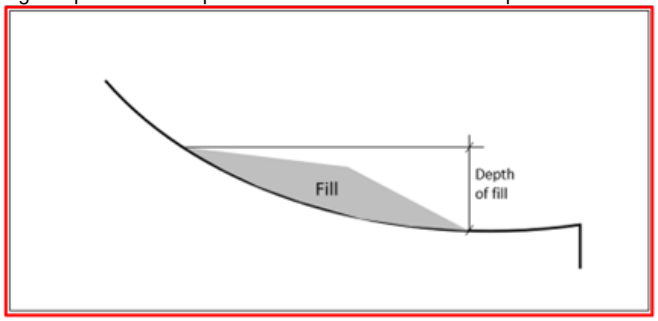
	that recognise and provide for the special relationship between tangata whenua and places of customary importance.
CUSTOMARY HARVESTING (HAUHAKE)	means harvesting is of indigenous vegetation by mana whenua in accordance with tikanga for traditional uses. These include: a. Kohi Kai (food gathering) b. Whakairo (carving) c. Rāranga (weaving) d. Rongoā (traditional medicine)
CUSTOMER CONNECTION	means a line or pipe that connects a network utility operator's network to a site, including any connection to a building within that site, for the purpose of enabling a network utility operator to provide services to a customer.
CUT HEIGHT	means the maximum height of the earthworks cut at any time and at any point measured vertically from ground level and includes any working cut height during the course of the earthworks.
CYCLE	means a transportation device that has at least two wheels and that is designed primarily to be propelled by the physical effort of the rider to rotate pedals. It includes electric cycles.
DEMOLITION	*for the purposes of Character Precincts* means the removal, destruction, or taking down of the primary form of any building, or additions and alterations (including partial demolition) that are so substantial that the primary form of the building is rendered illegible; or the removal, destruction, or taking down of architectural features or elements on the primary elevation(s) of any building. It does not include any work that is permitted such as repair or maintenance.
DENSITY STANDARD	means a standard setting out requirements relating to building height, height in relation to boundary, building setbacks, building coverage, outdoor living space, outlook space, windows to streets, or landscaped area for the construction of a building.
DESIGN SPEED	means a speed 10kph higher than the speed that will be posted for the road. Design speed is not operating speed or target speed.
DEVELOPMENT CAPACITY	means the capacity of land to be developed for housing or for business use, based on:

	a. the zoning, objectives, policies, rules, and overlays that apply in the relevant proposed and operative RMA planning documents; and b. the provision of adequate development infrastructure to support the development of land for housing or business use.
DEVELOPMENT INFRASTRUCTURE	means the following, to the extent they are controlled by a local authority or council controlled organisation (as defined in section 6 of the Local Government Act 2002): a. network infrastructure for water supply, wastewater, or stormwater b. land transport (as defined in section 5 of the Land Transport Management Act 2003.
DIGITAL SIGN	means a sign which displays electronic graphics and/or text using electronic screens. Digital Signs can include both moving and static signage.
DISCHARGE	has the same meaning as in section 2 of the RMA (as set out in the box below) includes emit, deposit, and allow to escape.
DRAIN	means any artificial watercourse designed, constructed, or used for the drainage of surface or subsurface water, but excludes artificial watercourses used for the conveyance of water for electricity generation, irrigation, or water supply purposes.
DRINKING WATER	means water intended to be used for human consumption; and includes water intended to be used for food preparation, utensil washing, and oral or other personal hygiene.
DRIVE-THROUGH ACTIVITY	means any activity with a substantial focus on drive-through transactions, including service stations and drive-in or drive-through retail and services outlets and restaurants
DRIVE-THROUGH RESTAURANT	means any land or building on or in which food and beverages are prepared, served and sold to the public inclusive of a facility designed to serve customers in their vehicles, for the consumption on or off the premises and may include an ancillary cafe or playground area.
DRY ABRASIVE BLASTING	means abrasive blasting using materials to which no water has been added.
DUST	means all non-combusted solid particulate matter that is suspended in the air, or has settled after being airborne. Dust may be derived from materials including rock, sand, cement, fertiliser, coal, soil, paint, animal products and wood.
DUST NUISANCE	means the generation of dust resulting in visible evidence of suspended solid: a. in the air beyond the site the dust is generated from; or b. traceable from a dust source settling on the ground, building or structure on a neighbouring site, or water.

EARTHWORKS	means the alteration or disturbance of land, including by moving, removing, placing, blading, cutting, contouring, filling or excavation of earth (or any matter constituting the land including soil, clay, sand and rock); but excludes gardening, cultivation, and disturbance of land for the installation of fence posts.
ECO-SOURCED LOCAL INDIGENOUS VEGETATION	means the seeds (or other propagation materials) that are sourced from within the region and are species that would occur here naturally and from the same ecological district including those recommended in the Wellington Regional Native Plant Guide (Revised edition 2010) by Greater Wellington Regional Council.
ECOSYSTEM	means the complexes of organisms and their associated physical environment within an area (and comprise: a biotic complex, an abiotic environment or complex, the interactions between the biotic and abiotic complexes, and a physical space in which these operate).
ECOSYSTEM FUNCTION	means the abiotic (physical) and biotic (ecological and biological) flows that are properties of an ecosystem.
EDUCATIONAL FACILITY	means land or buildings used for teaching or training by child care services, schools, or tertiary education services, including any ancillary activities.
EFFECT	has the same meaning as in section 3 of the RMA (as set out in the box below) includes— a. any positive or adverse effect; and b. any temporary or permanent effect; and c. any past, present, or future effect; and d. any cumulative effect which arises over time or in combination with other effects— regardless of the scale, intensity, duration, or frequency of the effect, and also includes— e. any potential effect of high probability; and f. any potential effect of low probability which has a high potential impact.
ELECTRIC VEHICLE CHARGING STATION	means a structure that provides electric energy for the recharging of an electric vehicle (including plug-in hybrid vehicles), including Electric Vehicle direct current chargers and super-fast chargers, and all their components, including charging cables.
EMERGENCY SERVICE FACILITIES	means land and buildings used by organisations that respond to and deal with accidents, emergencies, or urgent problems such as fire, illness, or crime. Includes: a. police, fire and ambulance stations; b. surf lifesaving activities;

	c. administration related to emergency services; d. vehicle and equipment storage and maintenance; e. personnel training; and f. any ancillary activities. Excludes: a. healthcare facilities; b. hospitals; and c. private security companies.
ENVIRONMENT	has the same meaning as in section 2 of the RMA (as set out in the box below) includes— a. ecosystems and their constituent parts, including people and communities; and b. all natural and physical resources; and c. amenity values; and d. the social, economic, aesthetic, and cultural conditions which affect the matters stated in paragraphs (a) to (c) or which are affected by those matters.
ESPLANADE RESERVE	has the same meaning as in section 2 of the RMA (as set out in the box below) means a reserve within the meaning of the Reserves Act 1977— a. which is either— i. a local purpose reserve within the meaning of section 23 of that Act, if vested in the territorial authority under section 239; or ii. a reserve vested in the Crown or a regional council under section 237D; and b. which is vested in the territorial authority, regional council, or the Crown for a purpose or purposes set out in section 229.
ESPLANADE STRIP	has the same meaning as in section 2 of the RMA (as set out in the box below) means a strip of land created by the registration of an instrument in accordance with section 232 for a purpose or purposes set out in section 229.
EVANS BAY MARINE RECREATION AREA	Means the land at 447 Evans Bay Parade, Hataitai, legally described as Lot 11 DP 88742.

EXISTING SLOPE ANGLE	means the maximum slope segment angle of all slope segments. For a Cut – slope segments are measured (on a horizontal plane); – within the extent of the cut; and – uphill of the cut, the distance to the boundary or 10m whichever is the lesser. For a Fill – slope segments are measured (on a horizontal plane); – within the extent of the fill; and – downhill of the fill, the distance to the boundary or 10m whichever is the lesser. A slope segment is a segment of sloping ground that falls generally at the same angle to the horizontal (slope segment angle) sustained over a distance of at least 3m, measured horizontally. EXISTING SLOPE  

FABRIC	all the physical material of a building or structure.
FEATURELESS FAÇADE	means a building façade that lacks windows, doors, columns, recesses, stairs, niches, public access or other architectural detailing.
FERTILISER	means a substance or biological compound or mix of substances or biological compounds in solid or liquid form, that is described as, or held out to be suitable for, sustaining or increasing the growth, productivity or quality of soils, plants or, indirectly, animals through the application to plants or soil of any of the following: a. nitrogen, phosphorus, potassium, sulphur, magnesium, calcium, chlorine, and sodium as major nutrients; or b. manganese, iron, zinc, copper, boron, cobalt, molybdenum, iodine, and selenium as minor nutrients; or c. fertiliser additives to facilitate the uptake and use of nutrients; or d. non-nutrient attributes of the materials used in fertiliser. It does not include livestock effluent, human effluent, substances containing pathogens, or substances that are plant growth regulators that modify the physiological functions of plants.
FILL DEPTH	means the maximum depth of the fill at the completion of the earthworks, measured vertically from the highest point on the top of the fill to the bottom of the fill placement. 
FIRST FLUSH	means the initial surface runoff from a storm event. Initial runoff from highly impervious areas typically has high concentrations of pollutants compared to the remainder of the storm.
FIXED PLANT	means plant that is permanently or temporarily located and operated at any location and includes

	mechanical and building services equipment such as equipment that is: a. required for ventilating, extracting, heating, cooling, conditioning, and exhaust either of buildings or commercial activities; b. associated with boilers or plant equipment, furnaces, incinerators or refuse equipment; c. electrical equipment, plumbing (including pumps), lift or escalator equipment; or d. similar plant, equipment, items, rooms or services.
FRAGMENTATION	in relation to indigenous biodiversity, refers to the fragmentation of habitat that results in a loss of connectivity and an altered spatial configuration of habitat for a given amount of habitat loss
FREESTANDING SIGN	means a sign which is not affixed to an existing building or structure and is self-supported.
FRESHWATER	has the same meaning as fresh water in section 2 of the RMA (as set out in the box below) means all water except coastal water and geothermal water.
FRONT YARD	where a site has frontage to a road, the area of land between the front boundary of the site and a line parallel to that boundary, extending the full width of the site. Where the site has two frontages to a road, each frontage is considered a front yard.
FUNCTIONAL NEED	means the need for a proposal or activity to traverse, locate or operate in a particular environment because the activity can only occur in that environment.
GOVERNMENT ACTIVITIES	Means activities undertaken by an organization that is part of the state sector, including: a. The public service; b. Other departments in the executive branch of government that are not part of the public service (such as the New Zealand Police, the New Zealand Defence Force, and the Parliamentary Counsel Office); c. Statutory entities, which comprise Crown agents, autonomous Crown entities, and independent Crown entities; d. Crown entity companies and subsidiaries; and e. The Reserve Bank of New Zealand.
GREEN INFRASTRUCTURE	means a natural or semi-natural area, feature or process, including engineered systems that mimic natural processes, which are planned or managed to: a. provide for aspects of ecosystem health or resilience, such as maintaining or improving the quality of water, air or soil, and habitats to promote biodiversity; and b. provide services to people and communities, such as stormwater or flood management or climate change adaptation.

GREYWATER	means liquid waste from domestic sources including sinks, basins, baths, showers and similar fixtures, but does not include sewage, or industrial and trade waste.
GROSS FLOOR AREA	means the sum of the total area of all floors of a building or buildings (including any void area in each of those floors, such as service shafts, liftwells or stairwells), measured: a. where there are exterior walls, from the exterior faces of those exterior walls b. where there are walls separating two buildings, from the centre lines of the walls separating the two buildings c. where a wall or walls are lacking (for example, a mezzanine floor) and the edge of the floor is discernible, from the edge of the floor.
GROUND LEVEL	means: a. the actual finished surface level of the ground after the most recent subdivision that created at least one additional allotment was completed (when the record of title is created); b. if the ground level cannot be identified under paragraph (a), the existing surface level of the ground; c. if, in any case under paragraph (a) or (b), a retaining wall or retaining structure is located on the boundary, the level on the exterior surface of the retaining wall or retaining structure where it intersects the boundary.
GROUNDWATER	means water occupying openings, cavities, or spaces in soils or rocks beneath the surface of the ground.
HABITABLE ROOM	means any room used for the purposes of teaching or used as a living room, dining room, sitting room, bedroom, office or other room specified in the Plan to be a similarly occupied room.
HABITAT	means the area or environment where an organism or ecological community lives or occurs naturally for some or all of its life cycle, or as part of its seasonal feeding or breeding pattern; but does not include built structures or an area or environment where an organism is present only fleetingly.
HARD ENGINEERING NATURAL HAZARD MITIGATION WORKS	means engineering works that are designed to prevent erosion of land and use structural materials such as concrete, steel, timber or rock armour to provide a hard, inflexible edge at the land-water interface along rivers, shorelines or lake edges. Hard engineering techniques include groynes, seawalls, revetments or bulkheads.
HAZARD SENSITIVE ACTIVITIES	means the following land use activities: a. Childcare Services b. Community Facility c. Educational Facility

	d. Emergency Service Facilities e. Hazardous Facilities and Major Hazardous Facilities f. Healthcare facility g. Hospital h. Marae i. Multi-unit housing j. Places of Worship k. Residential Units and Minor Residential Units (including those associated with Pakakainga), including attached garages, and additions or conversions for a residential activity l. Retirement Village m. Visitor Accommodation n. Accessory buildings used for habitable purposes
HAZARDOUS FACILITY	means land or buildings where hazardous substances are manufactured, used, stored, or disposed of. Excludes: a. fuel stored in mobile plants, motor vehicles, boats or small engines; b. the incidental use and storage of hazardous substances in domestic scale quantities.
HAZARDOUS SUBSTANCE	has the same meaning as in section 2 of the RMA (as set out in the box below) includes, but is not limited to, any substance defined in section 2 of the Hazardous Substances and New Organisms Act 1996 as a hazardous substance. The Hazardous Substances and New Organisms Act 1996 defines hazardous substances as meaning, unless expressly provided otherwise by regulations or an EPA notice, any substance— a. with 1 or more of the following intrinsic properties: i. explosiveness: ii. flammability: iii. a capacity to oxidise: iv. corrosiveness: v. toxicity (including chronic toxicity): vi. ecotoxicity, with or without bioaccumulation; or b. which on contact with air or water (other than air or water where the temperature or pressure has been artificially increased or decreased) generates a substance with any 1 or more of the properties specified in paragraph (a).
HEALTHCARE FACILITY	means land and buildings used for providing physical or mental health or welfare services, including medical practitioners, dentists and dental technicians, opticians, physiotherapists, medical social workers and counsellors, midwives, paramedical practitioners, alternative therapists, providers of health

	and wellbeing services; diagnostic laboratories, and accessory offices, but excluding hospitals and retirement villages.
HEAVY INDUSTRIAL ACTIVITY	means an Industrial Activity that generates: offensive and objectionable noise, dust or odour, significant volumes of heavy vehicle movements, or elevated risks to people's health and safety. Heavy Industrial Activities include quarries, abattoirs, refineries, the storage, transfer, treatment, or disposal of waste materials or significant volumes of hazardous substances, other waste management processes or composting of organic materials.
HEAVY VEHICLE	means a motor vehicle that has a gross vehicle mass exceeding 3,500kg.
HEIGHT	means the vertical distance between a specified reference point and the highest part of any feature, structure or building above that point.
HEIGHT IN RELATION TO BOUNDARY	means the height of a structure, building or feature, relative to its distance from either the boundary of a: a. site; or b. another specified reference point.
HELICOPTER NOISE EFFECTS ADVISORY OVERLAY	means an area defined by the planning maps, based on a distance of 500m from each of the two landing pads at Wellington Regional Hospital (Newtown). The advisory overlay serves to alert the potential for noise disturbance arising from the permitted regular use of helicopters as air ambulances or in emergencies.
HERITAGE AREA	a defined area, identified in SCHED3 - Heritage Areas
HERITAGE BUILDING	a building or protected parts of a building identified in SCHED1 - Heritage Buildings.
HERITAGE STRUCTURE	a structure, identified in SCHED2 - Heritage Structures.
HIGH COASTAL HAZARD AREA	means the mapped extent within the District Plan for the following coastal hazards: a. Existing coastal inundation extent with a 1:100 year storm; or b. Tsunami — 1:100 year inundation scenario with 1m of Sea Level Rise.
HIGH NOISE AREA	means land and habitable rooms of buildings located within: a. 40m of a State Highway designation, except where the State Highway is in a tunnel; b. 40m of a Railway designation, except where the railway is in a tunnel; c. Courtenay Place Noise Area; d. General Industrial Zone; e. Inner Air Noise Overlay.

	With respect to railway and state highway designations, distance to the nearest habitable room of a building is measured to the closest point of the designation.
HISTORIC HERITAGE	has the same meaning as in section 2 of the RMA (as set out in the box below) a. means those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities: i. archaeological: ii. architectural: iii. cultural: iv. historic: v. scientific: vi. technological; and b. includes— i. historic sites, structures, places, and areas; and ii. archaeological sites; and iii. sites of significance to Māori, including wāhi tapu; and iv. surroundings associated with the natural and physical resources.
HOME BUSINESS	means a commercial activity that is: a. undertaken or operated by at least one resident of the site; and b. incidental to the use of the site for a residential activity.
HOSPITAL ACTIVITIES	means the use of land and/or buildings for the primary purpose of providing medical, surgical, mental health, oral health, maternity, geriatric and convalescent or hospice services to the community. This includes: a. medical and psychiatric assessment, diagnosis, treatment, rehabilitation and in-patient care services, including operating theatres; b. dispensaries; c. outpatient departments and clinics; d. medical research and testing facilities, including diagnostic laboratories; e. medical training and education; f. healthcare consulting services; g. emergency service facilities; h. helicopter facilities, including helicopter take-off, landing and associated service facilities; i. first aid and other health-related training facilities; j. rehabilitation facilities, including gymnasiums and pools; k. palliative facilities;

	l. hospice facilities; m. marae activities and facilities; n. residential care services and facilities; o. temporary living accommodation e.g. for families and carers of patients; p. residential accommodation for staff; q. secure facilities; r. mortuaries; s. spiritual facilities and t. any ancillary activity necessary for the functional needs and operational needs of the Hospital sites which includes: i. office; ii. commercial activity; iii. catering; iv. staff facilities; v. operation and maintenance support services including laundries, kitchens, cafeterias, refreshment facilities, generators, substation, storage facilities and workshops; vi. retail; vii. childcare; viii. business services; ix. educational activities and facilities; x. small-scale community activity; xi. conference facility; xii. small-scale ancillary sport and recreation activities and facilities; and xiii. car parking for staff, patients and visitors.
HYDRAULIC NEUTRALITY	means managing stormwater runoff from subdivision, use and development through either on-site disposal or storage, so that peak stormwater flows and volumes are released from the site at a rate that does not exceed the modelled peak flows and volumes from the site in its current state prior to any proposed subdivision, use or development.
ICONIC AND LANDMARK VIEWS	Views that have been identified as having enhanced public significance, townscape value, or are representative of the City's identity at a national or international scale.
ILLUMINATED SIGN	means any sign which is internally or externally illuminated except for Digital Signs.
INDIGENOUS BIODIVERSITY	means the living organisms that occur naturally in New Zealand, and the ecological complexes of which they are part, including all forms of indigenous flora, fauna, and fungi, and their habitats.
INDIGENOUS VEGETATION	means vascular and non-vascular plants that, in relation to a particular area, are native to the ecological

	district in which that area is located.
INDUSTRIAL ACTIVITY	means an activity that manufactures, fabricates, processes, packages, distributes, repairs, stores, or disposes of materials (including raw, processed, or partly processed materials) or goods. It includes any ancillary activity to the industrial activity.
INDUSTRIAL WASTE AND TRADE WASTE	means liquid waste, with or without matter in suspension, from the receipt, manufacture or processing of materials as part of a commercial, industrial or trade process, but excludes sewage and greywater.
INFORMAL RECREATION ACTIVITIES	means a pastime, leisure, sport or exercise activity that occurs on an ad-hoc basis or irregularly and contributes to a person's enjoyment and/or relaxation. It excludes regular organised sport and recreation.
INFRASTRUCTURE	has the same meaning as in section 2 of the RMA, and also includes Electric Vehicle Charging Stations.
INTEGRATED RETAIL ACTIVITIES	means an individual retail development, or a collection of any two or more retail activities that are developed and operate as a coherent entity (whether or not the activities are located on separate legal titles), and share one or more of the following: a. servicing and/or loading facilities; b. vehicle and/or pedestrian access; c. car parking; d. public spaces and/or facilities. This definition includes shopping malls and large-format retail parks, but does not include trade supply retail, wholesale retail, yard-based retail or building improvement centres.
INTEGRATED TRANSPORT ASSESSMENT	means an analysis to determine the impacts of a development on the transport network for all modes of travel and effects on safety, effectiveness, access and the capacity of the transport network.
INTENSIVE INDOOR PRIMARY PRODUCTION	means primary production activities that principally occur within buildings and involve growing fungi, or keeping or rearing livestock (excluding calf-rearing for a specified time period) or poultry.
INTERPRETATION SIGNS	means signs that provide information to the public on the environmental, historic, cultural or other values of an area, often with photos, drawings or maps.
INTERSECTION	has the meaning set out in 1.6 Interpretation, Part 1 (Preliminary Provisions) of the Land Transport (Road User) Rule 2004: a. in relation to 2 or more intersecting or meeting roadways, means that area contained within the prolongation or connection of the lateral boundary lines of each roadway; but b. if 2 roadways are separated only by a traffic island or by a median less than 10m wide, the roadways must be regarded as 1 roadway.

K VALUE	means, for roads, the horizontal distance required to achieve a 1% change in the slope of the vertical curve. The K Value expresses the abruptness of the road gradient change in a single value.
KEEPING OF GOATS	means the keeping of 10 or more goats on a single site.
LA90	has the same meaning as the 'Background sound level' in New Zealand Standard 6801:2008 Acoustics — Measurement of Environmental Sound.
LAEQ	has the same meaning as 'time-average A-weighted sound pressure level' in New Zealand Standard 6801:2008 Acoustics -Measurement of Environmental Sound.
LAF(MAX)	has the same meaning as the 'maximum A-frequency weighted, F-time weighted sound pressure level' in New Zealand Standard 6801:2008 Acoustics — Measurement Of Environmental Sound.
LAKE	has the same meaning as in section 2 of the RMA (as set out in the box below) means a body of fresh water which is entirely or nearly surrounded by land.
LAND	has the same meaning as in section 2 of the RMA (as set out in the box below) a. includes land covered by water and the airspace above land; and b. in a national environmental standard dealing with a regional council function under section 30 or a regional rule, does not include the bed of a lake or river; and c. in a national environmental standard dealing with a territorial authority function under section 31 or a district rule, includes the surface of water in a lake or river.
LAND DISTURBANCE	means the alteration or disturbance of land (or any matter constituting the land including soil, clay, sand and rock) that does not permanently alter the profile, contour or height of the land.
LANDFILL	means an area used for, or previously used for, the disposal of solid waste. It excludes cleanfill areas.
LANDMARK	means a building, structure or place that: a. can be seen clearly from a distance; and b. is of visual significance; or c. has historical or cultural significance.
LARGE FORMAT RETAIL	means any individual retail activity exceeding 450m^2 gross floor area.
LARGE SCALE RENEWABLE ELECTRICITY GENERATION ACTIVITY	means the land, buildings, substations, wind turbines, structures, underground cabling earthworks, access tracks and roads, paved areas, internal transmission and fibre networks, ancillary facilities and site rehabilitation works associated with the generation of electricity from a renewable energy source and the operation of the renewable electricity generation activity greater for the purpose of exporting

	electricity directly into the distribution or transmission network. It does not include: a. Small Scale Renewable Electricity Generation Activities; or b. Community Scale Renewable Electricity Generation Activities.
LDN	has the same meaning as the 'Day night level, or day-night average sound level' in New Zealand Standard 6801:2008 Acoustics — Measurement of Environmental Sound.
LESS HAZARD SENSITIVE ACTIVITIES	means the following land use activities: a. Accessory buildings used for non-habitable purposes b. Buildings associated with marina operations (above MHWS) c. Maritime emergency facilities d. Informal recreation activities and organised sport and recreation activities within the Sport and Active Recreation Zone, including those for maritime purposes in the Evans Bay Marine Recreation Area e. Parks Facilities f. Parks Furniture g. Quarrying activities h. Any other activity that is not provided for by the activities listed in the definitions of Less Hazard Sensitive Activities, Potentially Hazard Sensitive Activities and Hazard Sensitive Activities
LIGHT VEHICLE	means a motor vehicle that has a gross vehicle mass of 3,500kg or less.
LOW COASTAL HAZARD AREA	means the mapped extent within the District Plan for the following coastal hazards: Tsunami — 1:1000 year inundation scenario with 1m of Sea Level Rise.
LPEAK	has the same meaning as 'Peak sound pressure level' in New Zealand Standard 6801:2008 Acoustics — Measurement of Environmental Sound.
MAINTENANCE AND REPAIR	Means (in regard to non-infrastructure buildings and structures) a. To make good decayed or damaged fabric to keep a building or structure in a sound or weatherproof condition or to prevent deterioration of fabric using materials the same as the original or most significant fabric, or the closest reasonably available equivalent of a similar design and appearance; and b. regular and on-going protective care of a building or structure to prevent deterioration. (For the purposes of the HH-Historic heritage chapter) In addition to the above, maintenance and repair of built heritage must not result in any of the following:

	a. Demolition of any façade, exterior wall or roof; b. Changes to the nature of the existing surface treatment of fabric including: i. Painting of any previously unpainted surface; ii. Rendering of any previously unrendered surface; c. Noticeable changes to the design or texture of the fabric; d. The affixing of putlog or similar form of scaffolding directly to a building or structure; e. The permanent damage of fabric from the use of abrasive or high-pressure cleaning methods, such as sand or water-blasting. (For the purposes of the INF Infrastructure chapters and the REG Renewable electricity generation chapter) means any work or activity necessary to continue the operation or functioning of existing infrastructure. It does not include upgrading, but does include replacement of an existing structure with a new structure of identical dimensions. (For the purposes of the Sites and Areas of Significance to Māori chapter) means in relation to a site or area listed in SCHED7 - Sites and Areas of Significance to Māori the regular and ongoing protective care of a site or area to prevent deterioration and retain its values.
MAJOR HAZARD FACILITY	has the same meaning as the Health and Safety at Work (Major Hazard Facilities) Regulations 2016 - means a facility that WorkSafe has designated as a lower tier major hazard facility or an upper tier major hazard facility under regulation 19 or 20.
MARAE ACTIVITY	means the use of land and buildings by Māori and the wider community as a focal point for social, cultural, health and wellbeing and economic activity, including: a. marae ātea (sacred courtyard); b. wharenui/wharehui (main building or meeting house); c. wharemoe (sleeping house); d. kāuta (kitchen, cookhouse, cooking shed); e. wharekai (dining hall); f. māra kai (food garden): ancillary residential units (including kaumatua housing); g. whare oranga (healthcare centre); h. kōhanga reo (care centre); i. wānanga (education facility); j. papa tākaro (organised sport and recreation); k. overnight accommodation of visitors; and l. events and gatherings.

MARINA FACILITIES	means land-based activities, land, buildings and other structures related to the ongoing operation, maintenance, use and development of a marina or maritime sport and recreation activities, including: a. storage facilities; b. vehicle and vessel parking, loading and manoeuvring areas; c. ablution blocks, toilets and cooking facilities; d. boat ramps; e. connections to jetties, gangways, moorings, berths, pontoons; f. land, buildings and structures for the servicing, repair, maintenance and refuelling of vessels, including any commercial activity for these purposes; and g. ancillary office and administrative facilities.
MARITIME	means thematically or operationally related to the sea, especially sea-borne transport, commerce and naval activities.
MEDIUM COASTAL HAZARD AREA	means the mapped extent within the District Plan for the following coastal hazards: a. Coastal inundation with 1.43m of Sea Level Rise; or b. Tsunami — 1:500 year inundation scenario with 1m of Sea Level Rise.
MICROMOBILITY DEVICE	means a small, lightweight, transportation device that can occupy space alongside cycles, operates at speeds typically below 30 km/h and is driven by the user personally. Micromobility devices include: a. Scooters; b. Electric scooters; c. Skateboards; d. Electric skateboards. Micromobility devices exclude: e. Light vehicles; f. Heavy vehicles; g. Devices with internal combustion engines; h. Devices with top speeds above 45 km/h; i. Devices heavier than 200kg; j. Cycles; k. Electric cycles.
MINIMISE	Means for the purposes of the natural hazard and coastal hazard overlays: to reduce to the smallest amount reasonably practicable.

	Minimised, minimising and minimisation have the corresponding meaning.
MINIMUM DENSITY	means the number of lots or household units per hectare (whichever is the greater). The area (ha) includes land for: a. residential activities, including all open space and on-site parking associated with residential development; The area (ha) excludes land that is: b. public road corridors c. public open space areas
MINOR RESIDENTIAL UNIT	means a self-contained residential unit that is ancillary to the principal residential unit, and is held in common ownership with the principal residential unit on the same site.
MODERATE NOISE AREA	means land and habitable rooms of buildings located within: a. The area between 40m and 100m of a State Highway designation with a posted speed limit or maximum variable speed limit greater than >70 km/hour, except where the State Highway is in a tunnel; b. The area between 40m and 100m of a Railway designation, except where the railway is in a tunnel; c. City Centre Zone; d. Mixed Use Zone; e. Neighbourhood Centre Zone; f. Local Centre Zone; g. Metropolitan Centre Zone; h. Waterfront Zone; i. Outer Port Noise Overlay; j. Outer Air Noise Overlay. With respect to railway and state highway designations, distance to the nearest habitable room of a building is measured to the closest point of the designation.
MOSAIC	means a pattern of two or more interspersed ecosystems, communities, or habitats that contribute to the cumulative value of ecosystems in a landscape.
MULTI-UNIT HOUSING	means any development that will result in four or more residential units on a site, excluding retirement villages and residential development within the Oriental Bay Height Precinct.
NATIONAL GRID	has the same meaning as defined in the National Policy Statement on Electricity Transmission 2008 means the assets used or owned by Transpower NZ Limited.

NATIONAL GRID SUBDIVISION CORRIDOR	means the area measured either side of the centre line of any above ground National Grid transmission lines as follows: a. 14m of a 110kV transmission cable, or a 110kV transmission line on single poles; b. 16m of a 110kV transmission line on pi poles; c. 16m of the Te Hikowhenua - Deviation A (THW-DEV-A) transmission line on towers and Pi poles; d. 18m of the South Makara - Oteranga Bay A (SMK-OTB-A) 11kV transmission line on Single Poles; e. 32m of a transmission line up to and including 110kV, on towers; f. 37m of a 220kV transmission line; g. 39m of a 350kV National Grid transmission lines on towers. The measurement at setback distances from National Grid transmission lines shall be undertaken from the centre line of the National Grid transmission line and the outer edge of any support structure. The centre line at any point is a straight line between the centre points of the two support structures at each end of the span. Note: the National Grid Corridor does not apply to underground cables or any transmission lines (or sections of line) that are designated.
NATIONAL GRID YARD	means: a. the area located within 10m of either side of the centreline of an above ground transmission cable, or a transmission line on single poles, that in either case is up to and including 110kV; b. the area located within 10m of either side of the centreline of the Te Hikowhenua - Deviation A (THW-DEV-A) - Single Circuit transmission line on towers and Pi poles; c. the area located within 12m either side of the centreline of an above ground transmission line on pi-poles or towers other than the Te Hikowhenua - Deviation A (THW-DEV-A) -Single Circuit transmission line; d. the area located within 12m in any direction from the outer visible edge of an electricity transmission support structure. The measurement of setback distances from National Grid transmission lines must be undertaken from the centre line of the National Grid transmission line and the outer edge of any support structure. The centre line at any point is a straight line between the centre points of the two support structures at each end of the span. Note: the National Grid Yard does not apply to underground cables or any transmission lines (or sections of line) that are designated.
NATURAL AND PHYSICAL RESOURCES	has the same meaning as in section 2 of the RMA (as set out in the box below) Includes land, water, air, soil, minerals, and energy, all forms of plants and animals (whether native to New Zealand or introduced), and all structures.

NATURAL HAZARD	has the same meaning as in section 2 of the RMA (as set out in the box below) means any atmospheric or earth or water related occurrence (including earthquake, tsunami, erosion, volcanic and geothermal activity, landslip, subsidence, sedimentation, wind, drought, fire, or flooding) the action of which adversely affects or may adversely affect human life, property, or other aspects of the environment.
NATURAL HAZARD MITIGATION WORKS	means structures and associated engineering works to prevent or control the impacts of natural hazards and includes both soft engineering natural hazard mitigation and hard engineering natural hazard mitigation. Retaining walls not required for a hazard mitigation purpose are excluded from this definition. Raised building floor levels and raised land which are required to be raised to meet the requirements of a hazards assessment certificate are excluded from this definition.
NATURAL HAZARD OVERLAYS	means the combined mapped extent within the District Plan of the following natural hazards: a. Flood Hazards b. Liquefaction Hazards c. Fault Hazards
NATURAL INLAND WETLAND	means a wetland (as defined in the Act) that is not: a. in the coastal marine area; or b. a deliberately constructed wetland, other than a wetland constructed to offset impacts on, or to restore, an existing or former natural inland wetland; or c. a wetland that has developed in or around a deliberately constructed water body, since the construction of the water body; or d. a geothermal wetland; or e. a wetland that: i. is within an area of pasture used for grazing; and ii. has vegetation cover comprising more than 50% exotic pasture species (as identified in the National List of Exotic Pasture Species using the Pasture Exclusion Assessment Methodology (see clause 1.8)); unless the wetland is a location of a habitat of a threatened species identified under clause 3.8 of this National Policy Statement, in which case the exclusion in (e) does not apply
NET FLOOR AREA	means the sum of any gross floor area; and a. includes: i. both freehold and leased areas; and

	ii. any stock storage or preparation areas; but b. excludes: i. void areas such as liftwells and stair wells, including landing areas; ii. shared corridors and mall common spaces; iii. entrances, lobbies and plant areas within a building; iv. open or roofed outdoor areas, and external balconies, decks, porches and terraces; v. off street loading areas; vi. building service rooms; vii. parking areas and basement areas used for parking, manoeuvring and access; and viii. non-habitable floor spaces in rooftop structures.
NET SITE AREA	means the total area of the site, but excludes: a. any part of the site that provides legal access to another site; b. any part of a rear site that provides legal access to that site; c. any part of the site subject to a designation that may be taken or acquired under the Public Works Act 1981.
NETWORK UTILITY OPERATOR	has the same meaning as in s166 of the RMA (as set out in the box below) means a person who— a. undertakes or proposes to undertake the distribution or transmission by pipeline of natural or manufactured gas, petroleum, biofuel, or geothermal energy; or b. operates or proposes to operate a network for the purpose of— i. telecommunication as defined in section 5 of the Telecommunications Act 2001; or ii. radiocommunication as defined in section 2(1) of the Radiocommunications Act 1989; or c. is an electricity operator or electricity distributor as defined in section 2 of the Electricity Act 1992 for the purpose of line function services as defined in that section; or d. undertakes or proposes to undertake the distribution of water for supply (including irrigation); or e. undertakes or proposes to undertake a drainage or sewerage system; or f. constructs, operates, or proposes to construct or operate, a road or railway line; or g. is an airport authority as defined by the Airport Authorities Act 1966 for the purposes of operating an airport as defined by that Act; or h. is a provider of any approach control service within the meaning of the Civil Aviation Act 1990; i. (ha) is a responsible SPV that is constructing or proposing to construct eligible infrastructure; or j. undertakes or proposes to undertake a project or work prescribed as a network utility operation for the purposes of this definition by regulations made under this Act,— and the words network utility operation have a corresponding meaning.

NOISE	has the same meaning as in section 2 of the RMA (as set out in the box below) includes vibration.
NOISE RATING LEVEL	means a derived noise level used for comparison with a noise limit.
NOISE SENSITIVE ACTIVITY	means any lawfully established: a. residential activity, including activity in visitor accommodation; b. educational activity; c. healthcare facility or hospital activity; d. congregation within any place of worship; and e. activity at a marae.
NON-AIRPORT ACTIVITY	means an activity within the Airport Zone which is not "Airport Activities" or "Airport Related Activities".
NON-CUSTODIAL REHABILITATION ACTIVITY	means the use of land and buildings for non-custodial rehabilitative and reintegration activities and programmes undertaken by, or on behalf of, Ara Poutama Aotearoa, the Department of Corrections.
NON-HERITAGE BUILDINGS OR STRUCTURES	means buildings and structures within a heritage area and identified in SCHED3 as non-heritage.
NON-SCHEDULED BUILDINGS OR STRUCTURES	means buildings and structures located on the same site as a heritage building or heritage structure, that have not been identified as being of historic heritage value. Non-scheduled buildings and structures are identified as exclusions in the ‘protections required’ column of SCHED1 and are excluded from the application of historic heritage rules, except for HH-R2 and HH-R9.
NOTABLE TREES	means a tree or group of trees identified in SCHED6 — Schedule of Notable Trees.
NOTIONAL BOUNDARY	means a line 20 metres from any side of a residential unit or other building used for a noise sensitive activity, or the legal boundary where this is closer to such a building.
OFFICIAL SIGN	means all signs required or provided for under any statute or regulation, or are otherwise related to aspects of public safety.
ORIGINAL USE	means the use a building or object was originally constructed for.
ON-SITE SIGNS	means any sign which is related to the activity occurring within a site on which the sign is located.

OPEN SPACE AND RECREATION ZONE	means the following zones; 1. Natural Open Space Zone; 2. Open Space Zone; 3. Sport and Active Recreation Zone; and 4. Special Purpose Wellington Town Belt Zone.
OPEN SPACE COMMUNITY ACTIVITY	means land and buildings used for the meeting of people on a not-for-profit basis, and includes libraries, clubrooms and premises with a club licence and other similar establishments.
OPERATING SPEED	means the speed at or below which 85% of cars are observed to travel under free-flowing conditions past a nominated point. Operating speed is not *design speed* or *target speed*
OPERATIONAL NEED	means the need for a proposal or activity to traverse, locate or operate in a particular environment because of technical, logistical or operational characteristics or constraints.
OPERATIONAL PORT ACTIVITIES	The use of land and/or buildings for: a. navigation, mooring, berthing, departure, manoeuvring, refuelling, storage, servicing, maintenance and repair of vessels; b. the embarking, disembarking, and transit of passengers; c. loading, unloading and processing of freight and cargo including containers and logs; d. transitional storage activities; e. associated marshalling, parking, and manoeuvring of vehicles and trains; f. associated rail activities; g. ancillary distribution activities including dry bulk warehousing and bulk liquids storage and transfer, including fuel and ancillary pipeline networks; and h. any ancillary activity necessary for the functional needs and operational needs of port operations, or supporting the operation, maintenance and security of facilities and services, which includes: i. ancillary operation and maintenance support services including freight and vehicle depots, storage facilities and workshops; ii. energy generation, storage and maintenance for port operations; iii. ancillary office; and iv. car parking for staff and visitors.
ORGANISED SPORT AND RECREATION ACTIVITIES	means the use of land and/or buildings for organised sport, recreation activities, tournaments and sports education and club e.g. parks, playgrounds, sportsgrounds, swimming pools, stadia, sailing and boating clubs and multi-sports facilities. It includes ancillary administrative activities to sport and recreation activities.

OUTDOOR LIVING SPACE	means an area of open space for the use of the occupants of the residential unit or units to which the space is allocated.
OUTSTANDING NATURAL FEATURES AND LANDSCAPES	means an area of outstanding natural features and landscapes identified in SCHED10 — Outstanding Natural Features and Landscapes.
PARKING ACTIVITIES	means the parking of motor vehicles, including all manoeuvring areas, excluding parking on legal road.
PARKS MAINTENANCE AND REPAIR	Means: a. To make good decayed or damaged fabric to keep a building, structure or existing drainage channel in a sound or weatherproof condition or to prevent deterioration of fabric; and b. regular and on-going protective care of a building, structure or existing drainage channel to prevent deterioration. It also includes: a. re-topsoiling and reseeding; b. pest and weed control; and c. grass mowing.
PARLIAMENTARY ACTIVITIES	Means activities related or ancillary to, the business or functioning of Parliament, including: a. Offices of Parliament; b. Administrative and support services to the House of Representatives and members of Parliament; c. Management of the Crown's buildings within the parliamentary area; and d. Parliament tours, education and information services to the public.
PARTIAL DEMOLITION	alterations to demolish, destroy or remove part of any building or structure.
PASSENGER PORT FACILITIES	Land and buildings used for the purpose of providing for the transfer of freight and passengers to and/or from ferry or cruise services in an integrated manner, including: a. ferry terminals; b. ticketing and visitor information boxes; c. devices and facilities to enable the movement, circulation and security of passengers; d. passenger waiting areas and driver rest facilities; e. areas for bus parking, cycle parking, and drop-off and pick-up points; f. areas for rail and vehicular ferry operations; and g. areas for any ancillary activity supporting the operation, maintenance and security of facilities and services, which includes: i. operation and maintenance support services including freight and vehicle depots, storage facilities and workshops;

	ii. office; iii. retail and commercial activity; iv. cafeterias, refreshment facilities and food and beverage outlets; v. business services; and vi. car parking for staff and visitors.
PEAK PARTICLE VELOCITY	means, to the extent used for the assessment of the risk of structural damage to a fixed structure, the instantaneous maximum velocity reached by a vibrating surface as it oscillates about its normal position.
PEDESTRIAN	means a person walking rather than travelling in a vehicle, including a person with impaired mobility who relies on mobility assistance including a wheelchair.
PERMEABLE SURFACE	means a surface which allows for the soakage of water into the ground, including: a. areas grassed or planted in trees or shrubs, gardens and other vegetated areas; b. porous or permeable paving; and c. decks which allow water to drain through to a permeable surface.
PERMITTED ACTIVITY	Permitted activities are allowed 'as of right' subject to complying with any conditions set out in the plan. A permitted activity is the only category that does not require you to apply for resource consent.
PEST	means any species of flora or fauna that is: a. A pest or unwanted organism as defined in the Biosecurity Act 1993; b. Listed in the Greater Wellington Regional Pest Management Plan 2019-2039; or c. Listed in Howell, C (2008) Consolidated List of Environmental Weeds in New Zealand, Science & Technical Publishing, New Zealand Department of Conservation.
PLANNED SUBDIVISION, USE AND DEVELOPMENT	means subdivision, use and development set out in an approved Greater Wellington Regional Council or Wellington City Council spatial plan.
PORT	The Special Purpose Port Zone.
PORT NOISE OVERLAY	means an area defined by planning maps to show land subject to development restrictions due to potential noise effects from port activities. It comprises: a. Inner Port Noise Overlay — being all land zoned Special Purpose Port Zone. b. Outer Port Noise Overlay — being land west of Hutt Road that is identified on the planning maps as Outer Port Noise Overlay. c. Port Noise Control Line — being a line shown on district plan maps used for controlling the emission of noise from port related activities. Compliance with permitted port noise limits set out Table 24 Appendix 4 of the noise chapter is to be assessed at or beyond this line, when

	measured in accordance with the requirements of NZS 6801:2008 *Measurement of environmental sound* and NZS6809:1999 *Port Noise Management and Land Use Planning*.
POTENTIALLY HAZARD SENSITIVE ACTIVITIES	means the following land use activities: a. Buildings associated with primary production (excluding Residential Units, Minor Residential Units, Residential Activities, buildings identified as Less Hazard Sensitive Activities or Quarrying Activities) b. Commercial Activity c. Commercial Service Activity d. Community Corrections Activity. e. Entertainment Facility f. Food and Beverage Activity g. Industrial Activities h. Integrated Retail Activity i. Large Format Retail Activity j. Major Sports Facility k. Offices l. Retail Activities m. Rural Industrial Activities
PRE-1930 BUILDING	means a residential unit that was either constructed, or approved for construction, prior to 1 January 1930.
PRIMARY ELEVATION	Means the elevation(s) of a building that contribute to the architectural character of the streetscape and neighbourhood. The primary elevation is the residential unit's most prominent and detailed elevation. Unless otherwise noted below, the primary elevation is the elevation that fronts to the street (or other formed public access). In the case of corner sites all elevations that front a street will be considered as primary elevations. The primary elevation consists of all those features that contribute to the form and style of the building, including but not limited to: materials, detailing, window/wall ratios, architectural features and elements such as bay windows, verandahs, porches, turrets or steps.
PRIMARY FORM	means the simple form that is central to, and the basis of, the residential unit, including its roof. It is typically the largest identifiable form or combination of relatively equal sized geometrically simple and box-like forms.
PRIMARY PRODUCTION	means:

	a. any aquaculture, agricultural, pastoral, horticultural, mining, quarrying or forestry activities; and b. includes initial processing, as an ancillary activity, of commodities that result from the listed activities in a); c. includes any land and buildings used for the production of the commodities from a) and used for the initial processing of the commodities in b); but d. excludes further processing of those commodities into a different product.
PROTECTED CUSTOMARY RIGHTS	means rights to activities and uses that are conducted according to tikanga — for example, launching waka or gathering stones for hāngi. The activity or use must have a physical component involving a natural or physical resource — the right cannot be based on a spiritual connection on its own. In general these protected customary rights do not include fishing and commercial aquaculture. To show that it has customary rights that should be protected, a Māori group must show that the particular uses and activities have existed continuously since 1840. Te Takutai Moana Act (2011)
PUBLIC ACCESSWAY	an area of land, set aside as a passageway for pedestrian access between a road, service lane, reserve, railway station or public place; and another road, service lane, reserve, railway station or public place.
PUBLIC SPACE	means those places in public or private ownership which are available for public access (physical or visual) or leisure and that are characterised by their public patterns of use. Public spaces include, but not limited to, streets, accessways, squares, plazas, urban parks, open space and all open or covered spaces within buildings or structures that are generally available for use by the public, notwithstanding that access may be denied at certain times.
PUBLIC TRANSPORT ACTIVITY	Means the use of buildings and/or land for the purpose of providing for passenger transfer and access to, and storage/servicing of, public transport services, including: a. train stations; b. bus stations/exchanges; c. rapid transit stops; d. ferry terminals; and e. ancillary ticketing and passenger facilities, charging/fuelling stations, storage and maintenance depots, offices and retail.
QUALITATIVE WIND ASSESSMENT	an assessment of pedestrian level wind conditions that is based on expert opinion, and where available, the results of previous quantitative wind studies near the development site. A qualitative wind assessment must comply with the relevant reporting requirements given in Appendix 8 WIND-A1.
QUANTITATIVE WIND STUDY	an assessment of pedestrian level wind conditions that is based on the results of wind tunnel testing, or

	a suitable equivalent (e.g. computational fluid dynamics software calibrated against measured data). A quantitative study must comply with the relevant test requirements given in Appendix 8 WIND-A1.
QUARRY	means a location or area used for the permanent removal and extraction of aggregates (clay, silt, rock or sand). It includes the area of aggregate resource and surrounding land associated with the operation of a quarry and which is used for quarrying activities.
QUARRYING ACTIVITIES	means the extraction, processing (including crushing, screening, washing, and blending), transport, storage, sale and recycling of aggregates (clay, silt, rock, sand), the deposition of overburden material, rehabilitation, landscaping and cleanfilling of the quarry, and the use of land and accessory buildings for offices, workshops and car parking areas associated with the operation of the quarry.
R VALUE	means, for roads, the radius of a horizontal curve.
RADIOCOMMUNICATION	has the same meaning as in section 2(1) of the Radiocommunications Act 1989, as follows: 'Means any transmission or reception of signs, signals, writing, images, sounds or intelligence of any nature by radio waves'.
RAFT	has the same meaning as in section 2 of the RMA (as set out in the box below) means any moored floating platform which is not self-propelled; and includes platforms that provide buoyancy support for the surfaces on which fish or marine vegetation are cultivated or for any cage or other device used to contain or restrain fish or marine vegetation; but does not include booms situated on lakes subject to artificial control which have been installed to ensure the safe operation of electricity generating facilities.
RAIL ACTIVITIES	The use of land and buildings for the operation of a rail network, including railway signalling, railway tracks and facilities.
RAIL VIBRATION ADVISORY OVERLAY	means an area of land defined by the planning maps, being a distance of 60m beyond the railway designation boundary. The advisory overlay serves to alert property owners to the potential for railway related vibration to be received in that area. No district plan controls apply in relation to vibration as a result of this overlay.
RAILYARD AREA	means any area of land included within KiwiRail designation KRH1 and used for Rail Activities.
RAPID TRANSIT	has the same meaning as ‘rapid transit service’ in the National Policy Statement on Urban Development 2020, as follows: ‘means any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic’. For the avoidance of doubt, rapid transit within the boundaries of Wellington City includes the Johnsonville Rail Line, the Kapiti Rail Line and the Hutt/Melling Rail Line.

RAPID TRANSIT STOP	means a place where people can enter or exit a rapid transit service, whether existing or planned. For the avoidance of doubt, rapid transit stops with walkable catchments within the boundaries of Wellington City include Wellington Railway Station, Ngauranga Railway Station, all Johnsonville Rail Line Stations, and the Kapiti Rail Line's Takapu Road, Redwood, Tawa and Linden stations. The Kenepuru Rail Station is a rapid transit stop but only part of its walkable catchment is within Wellington City.
REAR YARD	the area of land between the rear boundary of the site and a line parallel to that boundary, extending across the full width of the site. This will typically be the boundary associated with the rear elevation of a residential unit.
RECREATION ACTIVITY	means any activity whose primary aim is the passive or active enjoyment of leisure, whether competitive or non-competitive, casual or organised, (but does not include the use of motor vehicles in Conservation Sites or Open Space Areas). Recreation has a corresponding meaning.
REGIONALLY SIGNIFICANT INFRASTRUCTURE	means regionally significant infrastructure including: a. pipelines for the distribution or transmission of natural or manufactured gas or petroleum, including any associated fittings, appurtenances, fixtures or equipment; b. facilities and structures necessary for the operation of telecommunications and radiocommunications networks operated by network utility operators; c. the National Grid; d. facilities for the generation and/or transmission of electricity where it is supplied to the National Grid and/or the local distribution network; e. facilities for the electricity distribution network, where it is 11kV and above. This excludes private connections to the local distribution network; f. the local authority water supply network and water treatment plants; g. the local authority wastewater and stormwater networks, systems and wastewater treatment plants; h. the Strategic Transport Network, as identified in the operative Wellington Regional Land Transport Plan; i. Wellington City bus terminal and Wellington Railway Station terminus; j. Wellington International Airport; and k. Commercial Port Areas within Wellington Harbour and adjacent land used in association with the movement of cargo and passengers and including bulk fuel supply infrastructure, and storage tanks for bulk liquids, and associated wharflines
RENEWABLE ELECTRICITY GENERATION	means the construction, operation, maintenance and repair, and upgrading of structures, paved areas

ACTIVITY	and ancillary facilities associated with renewable electricity generation. This includes small scale, community scale and large scale renewable electricity generation activities and the system of electricity conveyance required to convey electricity to the distribution network and/or the National Grid and electricity storage technologies associated with renewable electricity.
RENEWABLE ELECTRICITY GENERATION INVESTIGATION ACTIVITY	means structures or equipment for the investigation, identification and assessment of potential sites and energy sources for renewable electricity generation by existing and prospective generators and includes the following activities: a. erecting an anemometer (wind monitoring) mast; b. digging test pits, drilling boreholes, constructing investigation drives and removing samples to investigate geological conditions; c. installing instruments into drill holes for monitoring groundwater levels and land movement; d. erecting survey monuments and installing instruments to monitor land movement; e. erecting telemetry stations for the transmission of instrument data; f. installing microseismic stations to measure microseismic activity and ground noise; g. erection of signs or notices giving warning of danger; and h. construction and maintenance of access tracks to any investigation and assessment sites and facilities.
REPAIR AND MAINTENANCE SERVICE ACTIVITIES	means the servicing, testing or repair of vehicles, machinery or appliances, including: a. vehicle mechanics; b. panel beating; and c. appliance and electrical goods repairs.
RESIDENTIAL ACTIVITY	means the use of land and building(s) for people's living accommodation.
RESIDENTIAL UNIT	means a building(s) or part of a building that is used for a residential activity exclusively by one household, and must include sleeping, cooking, bathing and toilet facilities.
RESIDUAL RISK	means, in relation to the Hazardous Substances chapter, the level of any remaining risk of an adverse effect after other industry controls, legislation and regulations, including the Hazardous Substances and New Organisms Act 1996, the Land Transport Act 1998, the Health and Safety at Work (Hazardous Substances) Regulations 2017 and any other subordinate instruments, and regional planning instruments have been complied with.
RESTORED	means the active intervention and management of modified or degraded habitats, ecosystems, landforms, and landscapes in order to maintain or reinstate indigenous natural character, ecological and

	physical processes, and cultural and visual qualities, and may include enhancement activities This definition applies to the use of the term restoration in the context of the natural environment and natural character.
RETAIL ACTIVITY	an activity displaying or offering services or goods for the sale or hire to the trade or public and includes, but is not limited to: integrated retail developments, trade supply retail, yard based retail, supermarkets, service retail, and ancillary retail.
RETIREMENT VILLAGE	means a managed comprehensive residential complex or facilities used to provide residential accommodation for people who are retired and any spouses or partners of such people. It may also include any of the following for residents within the complex: recreation, leisure, supported residential care, welfare and medical facilities (inclusive of hospital care) and other non-residential activities.
REUSE	means changing the use of a building or object from that which it was originally constructed for.
REVERSE SENSITIVITY	Reverse sensitivity means the vulnerability of an existing lawfully established activity to other activities in the vicinity which are sensitive to adverse environmental effects that may be generated by such existing activity, thereby creating the potential for the operation of such existing activity to be constrained.
RIPARIAN MARGIN	means all land within a horizontal distance of 10 metres landward from the bed of a river, excluding piped rivers.
RIVER	has the same meaning as in section 2 of the RMA (as set out in the box below) means a continually or intermittently flowing body of fresh water; and includes a stream and modified watercourse; but does not include any artificial watercourse (including an irrigation canal, water supply race, canal for the supply of water for electricity power generation, and farm drainage canal).
ROAD	has the same meaning as in section 2 of the RMA (as set out in the box below) has the same meaning as in section 315 of the Local Government Act 1974; and includes a motorway as defined in section 2(1) of the Government Roading Powers Act 1989 Section 315 of the Local Government Act 1974 road definition: road means the whole of any land which is within a district, and which— a. immediately before the commencement of this Part was a road or street or public highway; or b. immediately before the inclusion of any area in the district was a public highway within that area; or

	c. is laid out by the council as a road or street after the commencement of this Part; or d. is vested in the council for the purpose of a road as shown on a deposited survey plan; or e. is vested in the council as a road or street pursuant to any other enactment;— and includes— f. except where elsewhere provided in this Part, any access way or service lane which before the commencement of this Part was under the control of any council or is laid out or constructed by or vested in any council as an access way or service lane or is declared by the Minister of Works and Development as an access way or service lane after the commencement of this Part or is declared by the Minister of Lands as an access way or service lane on or after 1 April 1988: g. every square or place intended for use of the public generally, and every bridge, culvert, drain, ford, gate, building, or other thing belonging thereto or lying upon the line or within the limits thereof;— but, except as provided in the Public Works Act 1981 or in any regulations under that Act, does not include a motorway within the meaning of that Act or the Government Roading Powers Act 1989 Section 2(1) of the Government Roading Powers Act 1989 motorway definition motorway— a. means a motorway declared as such by the Governor-General in Council under section 138 of the Public Works Act 1981 or under section 71 of this Act; and b. includes all bridges, drains, culverts, or other structures or works forming part of any motorway so declared; but c. does not include any local road, access way, or service lane (or the supports of any such road, way, or lane) that crosses over or under a motorway on a different level.
ROOT PROTECTION AREA	Means a circle taken from the centre of the trunk with a radius equal to 12 times the diameter of the trunk measured at 1.4m (DBH) above ground level.
RURAL ACTIVITIES	means the use of land and/or buildings for agricultural, pastoral, horticultural, and forestry activities (not covered by the NES-CF); and includes: a. the storage of products and initial processing as an ancillary activity of horticultural and agricultural products produced on the site; and b. the storage and disposal of solid and liquid animal waste. Intensive indoor primary production, rural industry, quarrying and mining activities, top soil stripping and turf farming are excluded.
RURAL INDUSTRY	means an industry or business undertaken in a rural environment that directly supports, services, or is dependent on primary production.
SCHEDULED ARCHAEOLOGICAL SITE	means an archaeological site, identified in SCHED4 - Scheduled Archaeological Sites.

SEISMIC STRENGTHENING	means modifications to improve the seismic performance of a building or object and make it more resistant to damage or failure during seismic activity.
SENSITIVE ACTIVITY	means any: a. residential activity; b. marae/papakāinga; c. hospital; d. healthcare facility; e. educational facility; f. retirement village; g. visitor accommodation; or h. place of worship.
SEQUENCE	means a series of ecosystems or communities, often physically connected, that replace one another through space.
SERVICE RETAIL	means the sale of served food and/or beverages, and/or services such as, but not limited to dry cleaners, takeaway food outlets, cafés, pubs, bars, hairdressers and beauticians and banks, but excludes drive-through restaurants.
SERVICE STATION	means a vehicle orientated facility where the principal activity is the refuelling or recharging of vehicles and the sale of products and services associated with fuels and/or vehicles including lubricating oils, kerosene, LPG, spare parts and carwash facilities. It may include ancillary activities such as the sale of food and beverage and trailer hire.
SEWAGE	means human excrement and urine.
SHORT-MEDIUM TERM	(NPS-UD) means within the next 10 years
SIDE YARD	the area of land between a side boundary of the site and a line parallel to that boundary, extending the full width of the site, but excluding those areas comprising front or rear yards.
SIGN	means any device, character, graphic or electronic display, whether temporary or permanent, which: a. is for the purposes of: i. identification of or provision of information about any activity, property or structure or an aspect of public safety; ii. providing directions; or iii. promoting goods, services or events; and b. is projected onto, or fixed or attached to, any structure or natural object; and

	c. includes the frame, supporting device and any ancillary equipment whose function is to support the message or notice.
SIGNIFICANT NATURAL AREA	means an area of significant indigenous vegetation or significant habitat of indigenous fauna identified in SCHED8 - Significant Natural Areas.
SITE	means: a. an area of land comprised in a single record of title under the Land Transfer Act 2017; or b. an area of land which comprises two or more adjoining legally defined allotments in such a way that the allotments cannot be dealt with separately without the prior consent of the council; or c. the land comprised in a single allotment or balance area on an approved survey plan of subdivision for which a separate record of title under the Land Transfer Act 2017 could be issued without further consent of the Council; or d. despite paragraphs (a) to (c), in the case of land subdivided under the Unit Titles Act 1972 or the Unit Titles Act 2010 or a cross lease system is the whole of the land subject to the unit development or cross lease.
SITE OR AREA OF SIGNIFICANCE TO MĀORI	means a site or place the tangata whenua has, or at any time had an interest in; and the site holds cultural or spiritual significance to Māori, including wāhi tapu, as identified in SCHED7 — Sites and Areas of Significance to Māori.
SMALL SCALE RENEWABLE ELECTRICITY GENERATION ACTIVITY	means systems or equipment that generates electricity from renewable sources for the purpose of using electricity on a particular site (single household, business premise or network utility) with or without exporting back into the distribution network and produce less than 20kW.
SOFT ENGINEERING NATURAL HAZARD MITIGATION WORKS	means the use of natural materials, features and processes, including vegetation to stabilise waterway banks, and absorb wave energy and reduce coastal erosion and inundation. Soft engineering techniques include planting, beach re-nourishment, beach and bank re-profiling and the restoration of natural features such as dunes, coastal wetlands/saltmarsh and floodplains.
SPATIAL PLAN	means Our City Tomorrow - A Spatial Plan for Wellington City adopted by Wellington City Council in June 2021
SPECIAL AMENITY LANDSCAPES	means an area of landscapes that hold special amenity values, identified in SCHED11 — Special Amenity Landscapes.
SPECIAL AUDIBLE CHARACTERISTIC	has the same meaning as ‘special audible characteristic’ in section 6.3 of New Zealand Standard 6802:2008 Acoustics — Environmental Noise.
SPECIAL ENTERTAINMENT EVENT	a special entertainment event relates to activities such as music concerts and events, which are not

	classified as stadium activities or sporting events which occur at the Basin Reserve and Wellington Regional Stadium.
STABILISED	means the process of making an area of disturbed soil or *site* of *earthworks* resistant to erosion, achieved by paving, metaling, building over or revegetating. Where seeding or grassing is used on a surface that is not otherwise resistant to erosion, the surface is stabilised once 80% vegetative ground cover has been established over the entire area.
STADIUM ACTIVITY	The use of land and buildings at Wellington Regional Stadium for: a. sport and recreation activity and events; b. cultural, entertainment and exhibition activity and events; c. trade fairs, market days and displays; d. conferences, meetings and functions; e. sports-related education; f. any ancillary pedestrian access and connection; and g. any ancillary activity necessary for the operation of the Stadium including ancillary office and commercial activity, catering, and ticket and merchandise sales.
STORMWATER	means run-off that has been intercepted, channelled, diverted, intensified or accelerated by human modification of a land surface, or run-off from the surface of any structure, as a result of precipitation and includes any contaminants contained within.
STREETSCAPE	means the visual elements of a street, including the road, footpaths, trees, landform, open space, and interface to adjoining buildings that combine to form the street's character.
STRUCTURE	has the same meaning as in section 2 of the RMA (as set out in the box below) means any building, equipment, device, or other facility, made by people and which is fixed to land; and includes any raft.
STUDENT ACCOMMODATION	Living accommodation, primarily used or designed to be used by registered students or guests of a tertiary education facilities or education facilities and which is served by one or more communal living areas, including kitchens.
SUBDIVISION	has the same meaning as "subdivision of land" in section 218 of the RMA (as set out in the box below) means— a. the division of an allotment— i. by an application to the Registrar-General of Land for the issue of a separate certificate

	of title for any part of the allotment; or ii. by the disposition by way of sale or offer for sale of the fee simple to part of the allotment; or iii. by a lease of part of the allotment which, including renewals, is or could be for a term of more than 35 years; or iv. by the grant of a company lease or cross lease in respect of any part of the allotment; or v. by the deposit of a unit plan, or an application to the Registrar-General of Land for the issue of a separate certificate of title for any part of a unit on a unit plan; or b. an application to the Registrar-General of Land for the issue of a separate certificate of title in circumstances where the issue of that certificate of title is prohibited by section 226.
SUPERMARKET	means a retail shop selling a wide range of foodstuffs, including fresh produce, meat, fish, dairy, alcoholic and other beverages, and packaged food for consumption off-site, as well as non-food grocery items and household goods. This definition includes discount stores, hypermarkets, department stores and warehouse club stores, where foodstuffs comprise more than 10% of the total gross floor area.
SUSTAINABLE MANAGEMENT	has the same meaning as in section 5 of the RMA (as set out in the box below) means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while— a. sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and b. safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and c. avoiding, remedying, or mitigating any adverse effects of activities on the environment.
TECHNICIAN ARBORIST	means a person who: a. by possession of a recognised arboricultural degree or diploma and on the job experience, is familiar with the tasks, equipment and hazards involved in arboricultural operations; and b. has demonstrated proficiency in tree inspection and evaluating and treating hazardous trees including experience in the use of industry recognised risk-assessment methods; and c. has demonstrated competency to Level 6 New Zealand Diploma in Arboriculture standard (or to an equivalent arboricultural standard).
TELECOMMUNICATION	has the same meaning as given in section 5 of the Telecommunications Act 2001.
TEMPORARY ACTIVITIES	means any short term activities that are primarily held outdoors, on public or private land and that are intended to have a limited duration and incidence. This includes non-permanent ancillary buildings and

	structures associated with temporary activities. Temporary activities include: 1. Festivals, and exhibitions; 2. Fairs, carnivals and temporary markets; 3. Parades and ceremonies; 4. Council organised public firework displays; 5. Any short-term filming; 6. Public meetings; 7. Sporting and recreation events and associated temporary parking; and 8. Site offices for construction projects.
TEMPORARY MILITARY TRAINING ACTIVITY	means a temporary activity undertaken for the training of any component of the New Zealand Defence Force (including with allied forces) for any defence purpose. Defence purposes are those purposes for which a defence force may be raised and maintained under section 5 of the Defence Act 1990 which are: a. the defence of New Zealand, and of any area for the defence of which New Zealand is responsible under any Act: b. the protection of the interests of New Zealand, whether in New Zealand or elsewhere: c. the contribution of forces under collective security treaties, agreements, or arrangements: d. the contribution of forces to, or for any of the purposes of, the United Nations, or in association with other organisations or States and in accordance with the principles of the Charter of the United Nations: e. the provision of assistance to the civil power either in New Zealand or elsewhere in time of emergency: f. the provision of any public service.
TEMPORARY SIGN	means any sign which is erected for a short period of time, as per standard SIGN-S10 and for the purposes of: a. advertising a one-off temporary activity or event; or b. for the purposes of displaying information. Temporary signs do not include hoardings, digital signs, flags, sandwich boards or bollards.
TERRITORIAL AUTHORITY	has the same meaning as in section 5 of the Local Government Act 2002 (as set out in the box below) means a city council or a district council named in Part 2 of Schedule 2.
TERTIARY EDUCATION FACILITY	means land or buildings used for tertiary education and research activities Includes: a. classrooms, lecture theatres and other facilities dedicated to learning;

	b. staff and student facilities, including student and staff support services, student union offices, student and staff clubs and organisations; c. research and innovation facilities; d. marae activities and facilities; e. spiritual facilities; f. laboratories; g. libraries; h. sport and recreation activities and facilities; i. student accommodation activities j. any ancillary activity necessary for the effective operation of the University sites which includes: i. office activities; ii. commercial activities; iii. staff facilities; iv. operation and maintenance support facilities including laundries, printing and publishing, telecommunications and broadcasting, kitchens, cafeterias, refreshment facilities, generators, substations, plant and vehicle depots, storage facilities and workshops; v. childcare services; vi. conference facilities; vii. community use of tertiary education facilities; viii. healthcare activities; ix. entertainment facilities; x. light manufacturing; xi. car parking for staff, students and visitors; xii. emergency service facilities; xiii. food and beverage; and xiv. retail.
THIRD-PARTY SIGNS	means a sign unrelated to or not associated with services, products or events available or occurring on the site on which the sign is located.
THREATED OR AT RISK and THREATED OR AT RISK (DECLINING)	have, at any time, the meanings given in the New Zealand Threat Classification System Manual (Andrew J Townsend, Peter J de Lange, Clinton A J Duffy, Colin Miskelly, Janice Molloy and David A Norton, 2008. Science & Technical Publishing, Department of Conservation, Wellington), available at: https://www.doc.govt.nz/globalassets/documents/scienceand-technical/sap244.pdf, or its current successor
THREE WATERS INFRASTRUCTURE	means network infrastructure for water supply, wastewater, or stormwater, to the extent that it is controlled by Wellington City Council or Wellington Water Ltd.

TOTAL DEMOLITION	means to completely destroy or demolish.
TOWNSCAPE	means the visual appearance of a neighbourhood when viewed from surrounding public spaces. It includes the collective image of, and relationship between, the following elements: a. setting and landscape; b. the lay-out of streets, lanes and footpaths; c. subdivision patterns; d. buildings and structures; and e. gardens and open spaces.
TRADE SUPPLY RETAIL	means a business engaged in sales to businesses, and may also include sales to the general public, and wholly consists of suppliers of goods in one or more of the following: a. automotive and marine supplies; b. building supplies; c. farming and agricultural supplies; d. garden and landscaping supplies; e. hire services (excluding hire of books, DVD and video); and f. office furniture, equipment and systems supplies.
TRANSPORT NETWORK	means all rail, public roads, sea freight and passenger ferries, public pedestrian, cycle and micromobility facilities, public transport and associated infrastructure. It includes: a. Train stations; b. Bus stops and shelters; c. Park and Ride areas. d. Rapid transit stops and shelters; and e. Ferry terminals.
TREE	means a woody plant 3 metres or greater in height includes a Tree Fern, but excludes a vine with a stem diameter less than 50 mm.
TRENCHING	means the excavation of trenches for underground infrastructure, including three waters infrastructure, communications, electricity and gas transmission and distribution, and any other network utilities.
TRENCHLESS METHODS	means excavation that does not create open surface trenches. Includes air spade, hydro excavation, or drilling machine.
TRIMMING AND PRUNING	means the selective removal of parts of vegetation or of tree branches that do not affect roots.
UNCOMFORTABLE WIND CONDITIONS	means wind conditions where the mean hourly wind speed equals or exceeds 2.5 m/s for 20% of the

	year (1752 hours).
UPGRADING	as it applies to infrastructure, means the improvement or increase in carrying capacity or output, operational efficiency, security or safety of existing infrastructure, but excludes maintenance and repair. Upgrade and upgrades have the corresponding meaning.
VACANT LAND	means any land which is not developed for any recreation, amenity, or building activity.
VEHICLE	means motor vehicle including: a. Light vehicle; and b. Heavy vehicle. It excludes: c. Cycle; and d. micromobility device.
VEHICLE CROSSING	means a facility for vehicle access between a road carriageway and a site boundary. It includes any culvert, bridge or kerbing.
VEHICLE MOVEMENT	means a single journey to or from a particular site. A return journey equals two vehicle movements.
VERANDAH LEVEL	means the height of a formed verandah, or where there is no formed verandah the height of the ground floor storey (up to a maximum height of 4.2 m).
VIEWSHAFT	means a view from a fixed point that is publicly accessible. There are two types of viewshafts: a. Contained viewshafts run along street corridors and are vertically framed on either side by a building or other structure (existing or future permitted); and b. Vista views are seen from elevated viewpoints or from areas that allow a wider viewing angle than contained views.
VIEWSHAFT OVERLAY	means the mapped extent of the viewshafts described in Schedule 5 of the ePlan and which are the subject of the Viewshaft Chapter provisions.
VISITOR ACCOMMODATION	means land and/or buildings used for accommodating visitors, subject to a tariff being paid, and includes any ancillary activities.
WASTEWATER	means any combination of two or more the following wastes: sewage, greywater or industrial and trade waste.
WATER	has the same meaning as in section 2 of the RMA (as set out in the box below)

	a. means water in all its physical forms whether flowing or not and whether over or under the ground: b. includes fresh water, coastal water, and geothermal water: c. does not include water in any form while in any pipe, tank, or cistern.
WATER SENSITIVE URBAN DESIGN	The integration of planning, engineering design and water management to mimic or restore natural hydrological processes in order to address the quantitative and qualitative impacts of land use and development on land, water and biodiversity, and the community's aesthetic and recreational enjoyment of waterways and the coast. Water sensitive design manages stormwater at its source as one of the tools to control runoff and water quality. The terms green infrastructure, low impact design, low impact urban design and water sensitive urban design are often used synonymously with water sensitive design.
WATERBODY	has the same meaning as in section 2 of the RMA (as set out in the box below) means fresh water or geothermal water in a river, lake, stream, pond, wetland, or aquifer, or any part thereof, that is not located within the coastal marine area.
WELL-FUNCTIONING URBAN ENVIRONMENT	means an urban environment that, as a minimum: a. has or enables a variety of homes that meet the needs, in terms of type, price, and location, of different households; and b. has or enables a variety of homes that enable Māori to express their cultural traditions and norms; and c. has or enables a variety of sites that are suitable for different business sectors in terms of location and site size; and d. has good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and e. supports, and limits as much as possible adverse impacts on, the competitive operation of land and development markets; and f. supports reduction in greenhouse gas emissions; and g. are resilient to the likely current and future effects of climate change.
WET ABRASIVE BLASTING	means abrasive blasting using material to which water has been added.
WETLAND	has the same meaning as in section 2 of the RMA (as set out in the box below) includes permanently or intermittently wet areas, shallow water, and land water margins that support a natural ecosystem of plants and animals that are adapted to wet conditions.
WHOLESALER	means a business engaged in the storage and distribution of goods to businesses (including retail activities) and institutional customers.

WIND FARM	means wind turbines (and support pylons or towers) used to generate electricity from the wind which is then conveyed by the distribution network or National Grid. It includes ancillary access roads and tracks, buildings and structures (including substations, transmission lines and poles/supporting structures), communications equipment, electricity storage technologies, and the system of electricity conveyance required to convey the electricity to an associated substation.
WIND MITIGATION MEASURES	means design features and appurtenances that reduce the impact or effect of adverse wind conditions on people. Wind mitigation can be on a building, on a site, or off-site. The use of off-site wind mitigation is undesirable and is discouraged by this Plan.
WIND TURBINE	means a device used for extracting kinetic energy from the wind.
WORKS ARBORIST	means a person who: a. by possession of a recognised arboricultural degree, diploma or certificate and on the job experience, is familiar with the tasks, equipment and hazards involved in arboricultural operations; and b. has demonstrated competency to Level 4 New Zealand Certificate in Horticulture Services (Arboriculture) standard (or to an equivalent arboricultural standard).
YARD	means: any part of a site that must be kept clear and unobstructed by buildings and structures, except as otherwise provided for by this Plan. Yards will be measured in a horizontal plane at right angles to the boundary.
YARD BASED RETAIL	means any retail activity which supplies goods or services primarily from an open or semi-covered yard, and where the yard comprises at least 50% of the total area used for retail activities. This includes but is not limited to: a. garden centres b. service stations c. automotive and marine supplies d. agricultural supplies e. heavy machinery and f. plant sales.

This entire chapter has been the subject of Council Decisions on 14 March 2024 using the Intensification Streamlined Planning Process (ISPP). All provisions are to be 'treated as operative'.

Te Tūāhanga o Ngā Wai e Toru

Three Waters

THW	Three Waters

Introduction

Well-functioning three waters networks (drinking water, wastewater and stormwater) are crucial to the health and wellbeing of water and the wellbeing of Wellingtonians, and to continued residential and business growth and development in the city.

Te Mana o te Wai is a hierarchial framework which means that the health and wellbeing of water bodies and freshwater ecosystems must be prioritised first, followed by the health needs of people and then the ability for people and communities to provide for their social, economic and cultural well-being. The Three Waters chapter in the District Plan has a role to play by promoting positive effects and avoiding, remedying or mitigating adverse effects of urban development on water in relation to three waters infrastructure, by including objectives, policies and rules which help to achieve these outcomes and gives effect to Te Mana o te Wai.

The projected increase in urban development in the city will put additional pressure on the existing stormwater network due to increased runoff, with this likely to be further exacerbated by future climate change-induced flooding events. To address this, all new ~~subdivision and~~ development will need to demonstrate that the discharge quantity, and flow rate of associated stormwater runoff generated is no greater than the peak runoff and volumes discharged from the site in its current state.

Degradation of water quality in urban freshwater ecosystems can occur when stormwater runoff from impervious surfaces is channelled directly into streams and rivers. The ‘first flush’ of stormwater during a rain event can include higher levels of contaminants. New development using copper or zinc building materials (two common contaminants) will need to treat these surfaces or the stormwater from these surfaces to avoid copper or zinc from entering stormwater. New development will also need to include water sensitive design methods so that development contributes to promoting positive effects and avoids, remedies or mitigates adverse effects on the health and well-being of water bodies, freshwater ecosystems and receiving environments. The adoption of ~~stormwater capture and retention and~~ water sensitive design techniques including mitigation measures like stormwater capture and retention will assist in managing the environmental effects of the ‘first flush’ of stormwater as well as peak flows and volumes.

The projected increase in urban development will also put additional pressure on the existing wastewater network, which already experiences discharges of untreated sewage to fresh and coastal water bodies.

Urban growth has also put pressure on several of Wellington’s water supply reservoirs, meaning that resilience in the water supply network is reducing.

The ability of three waters networks to sustain projected future population growth while staying within environmental limits faces several challenges. These include:

- Renewing and replacing aging infrastructure;
- Increasing their resilience to cope with the impacts of natural hazards and climate change;
- Increasing existing capacity and providing sufficient new infrastructural capacity to accommodate anticipated growth; and
- Phasing investment in existing and new infrastructure in a way that balances affordability (both now and in

the future) with servicing future growth needs.

In response to these challenges future growth and development in the city will be managed through the District Plan to:

- Align with projected increases in infrastructure capacity;
- Ensure that appropriate levels of service are maintained; and
- Provide sufficient development capacity to meet expected short, medium- and long-term demand.

This is particularly important as significant investment in three waters infrastructure is required to support future growth, with infrastructure capacity currently constrained across the city. Future investment includes essential upgrades to existing networks to address present constraints along with new infrastructure specifically required to accommodate growth. As these works will need to be staged over time to ensure they are affordable and deliverable, some areas of the city will not have capacity to accommodate significant growth in the short to medium term until investment is made in increasing capacity.

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance, including:

- **Strategic Directions** - This chapter sets out high-level objectives for managing growth, land use and development in Wellington City. It recognises the critical importance of three waters infrastructure to support growth and also provides a high-level overview of the water quality issues for the city.
- **Tangata Whenua** — This chapter acknowledges and enables the relationship of tangata whenua to their land, resources (including water), sites and traditions, and articulates relevant and significant resource management matters.
- **Subdivision** — The Subdivision chapter contains provisions which manage subdivision of land and three waters connections and upgrades within the subdivision.
- **Natural Hazards** — The Natural Hazards chapter addresses subdivision, use and development in the Natural Hazard Overlays.
- **Development Areas** - these chapters contain provisions for the development of the city's Greenfield areas, including ensuring that new development is supported by sufficient three waters infrastructure, achieves hydraulic neutrality, and water sensitive design methods are incorporated.
- **Earthworks** - The Earthworks Chapter manages the adverse effects of earthworks on the environment, including visual amenity values and stability of land plus adverse health and safety effects, damage to property and the creation or increase in the risk of natural hazards.

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives

THW-O1	**Protecting water bodies and freshwater ecosystems** ~~Subdivision and d~~Development contributes to an improvement in the health and wellbeing of water bodies and freshwater ecosystems.
THW-O2	**Infrastructure-enabled urban development** Enable ~~subdivision, use or~~ development in urban areas where: 1. Sufficient existing or planned three waters infrastructure capacity and/or level of service is, or will be, available to service the use or development; or 2. It can be satisfactorily serviced through an alternative means where existing three waters infrastructure capacity and/or level of service is insufficient.
THW-O3	**Hydraulic neutrality** There is no increase in offsite stormwater peak flows and volumes from current levels as a

	result of ~~subdivision, use and~~ development in urban areas.
Policies	
THW-P1	**Water sensitive design** Incorporate ~~W~~water sensitive design methods ~~are incorporated~~ into new ~~subdivision and~~ development with high levels of impermeable surfaces ~~and they~~ that are designed, constructed and maintained to: ~~1.~~ Improve the health and well-being of water bodies and freshwater ecosystems; ~~2.~~ Avoid or mitigate off-site effects from surface water runoff; ~~3.~~ Demonstrate best practice approach to the management of stormwater quality and quantity; ~~4.~~ Account for operational needs and functional needs of development, and health or safety issues, that preclude specific water sensitive design methods from being used; and ~~5. Reduce demand on water supplies; and~~ ~~6.~~ 5. Avoid wastewater overflows wherever practicable.
THW-P2	**Building materials** The effects of copper and zinc entering the stormwater system from the use as roofing, guttering and building materials are mitigated through the use of appropriate treatment.
THW-P3	**Infrastructure-enabled urban development** Enable ~~N~~new ~~subdivision, use or~~ development ~~is enabled~~ in urban areas that have existing or planned three waters infrastructure capacity to meet growth demand in the short to medium term.
THW-P4	**Three waters infrastructure servicing** 1. ~~Subdivision or~~ Service development in urban areas ~~is serviced~~ by three waters infrastructure ~~that~~ where: ~~1.~~ a. Equivalent levels of three waters network infrastructure service is maintained after the development is connected; ~~2.~~ b. New connections to the three waters network are designed in accordance with~~Meets~~ the Wellington Water Regional Standard for Water Services ~~v3.0 December 2021~~ v3.1 December 2024; and ~~3. Has sufficient capacity to accommodate the development; and~~ ~~4.~~ c. Is in position prior to the commencement of construction. 2. Provide for ~~subdivision and~~ development in urban areas where existing three waters capacity and/or level of service is insufficient to service further development if: ~~1.~~ a. It can be demonstrated there is an alternative solution to avoid or mitigate any adverse effects on the three waters infrastructure network and the health and wellbeing of water bodies and freshwater ecosystems; and ~~2.~~ b. The additional demand generated will not necessitate additional unplanned public investment in, or expansion of, the three waters infrastructure network or compromise its ability to service other activities permitted within the zone.
THW-P5	**Hydraulic neutrality** Require new ~~subdivision and~~ development to be designed, constructed and maintained to sustainably manage the volume and rate of discharge of stormwater to the receiving environment so that hydraulic neutrality is achieved.
THW-P6	**Permeable surface**

	Require development to provide permeable surfaces to assist with reducing the rate and volume of stormwater run-off and improve water quality.
Rules: Building and structures activities	
THW-R1	~~**Connection to existing three waters infrastructure — new residential buildings**~~ • **Buildings** • **Building additions** • **Accessory buildings** **for a residential activity where no more than three residential units occupy a site**
All Zones (except for: General Rural Zone Large Lot Residential Zone)	1. Activity status: **Permitted** Where: ~~a. It involves the construction of no more than three residential units; and~~ ~~b.~~ a. Compliance with the following standards is achieved: i. THW-S1; ii. THW-S2; iii. THW-S3; and ~~c.~~ b. For all buildings and additions under this rule, compliance with the following standards is achieved: ii.THW-S4; and ii. THW-S6. ~~i. Wastewater — the level of service in Chapter 5, section 5.2.3 of the Wellington Water Regional Standard for Water Services v3.0 December 2021;~~ ~~ii. Water supply — the level of service in Chapter 6, Tables 6.1 and 6.2 of the Wellington Water Regional Standard for Water Services v3.0 December 2021; and~~ ~~iii. Stormwater — the performance standard in Chapter 4 of the Wellington Water Regional Standard for Water Services v3.0 December 2021.~~ ~~Note: Chapter 4 Stormwater, Chapter 5 Wastewater and Chapter 6 Water Supply of the Wellington Water Regional Standard for Water Services v3.0 December 2021 provide additional context for determining compliance with the references specified above.~~
General Rural Zone Large Lot Residential Zone	2. Activity status: Permitted Where: a. Either the building or addition is not connecting to any three waters infrastructure network; or b. Compliance with the following standards is achieved: i. THW-S1 where the building or addition is connecting to the public reticulated wastewater network; ii. THW-S2 where the building or addition is connecting to the public reticulated water network; and iii. THW-S3 where the building or addition is connecting to the public reticulated stormwater network. And c. In the Large Lot Residential Zone only, compliance with THW-S7 is achieved.
All Zones (except for: General Rural Zone	3. Activity status: **Restricted Discretionary** Where:

	Large Lot Residential Zone)	a. Compliance with any of the requirements of THW-R1.1 is not achieved. Matters of discretion are: 1. The associated assessment criteria for the infringed standard; and 2. THW-P4. ~~1.The relevant sections of the Wellington Water Regional Standard for Water Services v3.0 December 2021.~~ Notification Status: An application for resource consent made in respect of rule THW-R1.2 is precluded from being either publicly or limited notified.
	General Rural Zone Large Lot Residential Zone	4. Activity Status: Restricted Discretionary Where: a. Compliance with the requirements of THW-R1.2 is not achieved. Matters of discretion relating to THW-R1.2.a and b: 1. The associated assessment criteria for the infringed standard; and 2. Any measures used to mitigate stormwater runoff. Matters of discretion relating to THW-R1.2.c: 3. THW-P1; 4. Design, location, efficiency and effectiveness of water sensitive design methods; and 5. Ownership, maintenance and operation arrangements. Notification Status: An application for resource consent made in respect of rule THW-R1.4 is precluded from being either publicly or limited notified.
	THW-R2	**~~Connection to existing three waters infrastructure — four or more residential units and non-residential buildings~~** • **Buildings** • **Building additions** • **Accessory buildings** **for all activities to which THW-R1 does not apply**
	All Zones (except for: General Rural Zone Large Lot Residential Zone Natural Open Space Zone Open Space Zone Wellington Town Belt Zone)	1. Activity status: **Permitted** Where: ~~a. It involves the construction of multi-unit housing, retirement villages, comprehensive development or a non-residential building; or~~ ~~b. For the construction of four or more residential units or non-residential building in the Oriental Bay Height Precinct; and~~ ~~a. c.There is capacity within the relevant part of the three waters network; and~~ a. ~~d.~~ For new buildings connecting to the existing three waters network, compliance with the following standards is achieved: i. THW-S1 ii. THW-S2 iii. THW-S3 And b. For all new buildings and additions under this Rule, compliance with the following standards is achieved: i.THW-S5 ii. THW-S6 ~~i. Wastewater — the level of service in Chapter 5, section 5.2.3 of the~~

		~~Wellington Water Regional Standard for Water Services v3.0 December 2021; and~~ ~~ii. Water supply – the level of service in Chapter 6, Tables 6.1 and 6.2 of the Wellington Water Regional Standard for Water Services v3.0 December 2021; and~~ ~~iii. Stormwater – the performance standard in Chapter 4 of the Wellington Water Regional Standard for Water Services v3.0 December 2021.~~ ~~Note: Chapter 4 Stormwater, Chapter 5 Wastewater and Chapter 6 Water Supply of the Wellington Water Regional Standard for Water Services v3.0 December 2021 provide additional context for determining compliance with the references specified above.~~
	General Rural Zone Large Lot Residential Zone Natural Open Space Zone Open Space Zone Wellington Town Belt Zone	2. Activity status: Permitted Where: a. Either the new building or addition is not connecting to any three waters infrastructure network; or b. Compliance with the following standards is achieved: i. THW-S1 where the building or addition is connecting to the public reticulated wastewater network; ii. THW-S2 where the building or addition is connecting to the public reticulated water network; and iii. THW-S3 where the building or addition is connecting to the public reticulated stormwater network; And c. In the Large Lot Residential Zone only, compliance with THW-S7 is achieved.
	All Zones (except for: General Rural Zone Large Lot Residential Zone Natural Open Space Zone Open Space Zone Wellington Town Belt Zone)	3. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of THW-R2.1 is not achieved. Matters of discretion are: ~~1. The relevant sections of the Wellington Water Regional Standard for Water Services v3.0 December 2021;~~ 1. The associated assessment criteria for the infringed standard; 2. THW-P4; and Where compliance with THW-S6 is not achieved: ~~2. Design and effectiveness of an alternative solution;~~ 3. THW-P1 4. Design, location, efficiency and effectiveness of water sensitive design methods; and 5. ~~3.~~Ownership, maintenance and operation arrangements.~~; and~~ ~~4.Any site constraints~~. Notification Status: An application for resource consent made in respect of rule THW-R2.2 is precluded from being either publicly or limited notified.
	General Rural Zone Large Lot Residential Zone	3. Activity Status: Restricted Discretionary Where: a. Compliance with any of the requirements of THW-R1.2 is not achieved.

Natural Open Space Zone Open Space Zone Wellington Town Belt Zone	Matters of discretion: 1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard; or 2. Any measures used to mitigate stormwater runoff. Matters of discretion relating to THW-R1.2.c: 3. THW-P1; 4. Design, location, efficiency and effectiveness of water sensitive design methods; and 5. Ownership, maintenance and operation arrangements. Notification Status: An application for resource consent made in respect of rule THW-R2.4 is precluded from being either publicly or limited notified.
THW-R3	**Copper and zinc exterior building cladding and roofing ~~materials~~ — all residential and non-residential development**
All Zones (except for: General Rural Zone Large Lot Residential Zone)	1. Activity status: **Permitted** Where: a. ~~new buildings and structures, or additions and alterations to existing buildings and structures, use c~~The copper or zinc cladding and/or roofing ~~materials~~ (including guttering and spouting)~~: Building materials are~~ is sealed or otherwise finished to prevent water runoff which contains copper or zinc.~~; or~~ ~~b.Stormwater from copper or zinc surfaces is to be collected and treated in accordance with the Wellington Water Ltd Water Sensitive Design for Stormwater: Treatment Device Guideline (2019).~~
General Rural Zone Large Lot Residential Zone	2. Activity status: **Permitted** Where: a. Rainfall runoff is discharged to land; or b. Rainfall runoff is discharged to a stormwater network or enters a stream, and the copper or zinc cladding and/or roofing (including guttering and spouting) is sealed or otherwise finished to prevent water runoff which contains copper or zinc.
All Zones	3. Activity status: ~~**Restricted Discretionary**~~ **Controlled** Where: a. The requirements of THW-R3.1 or THW-R3.2 are not met. Matters of control ~~discretion~~ are: 1. Collection and treatment of stormwater from copper or zinc surfaces, including guidance from the Wellington Water Ltd Water Sensitive Design for Stormwater: Treatment Device Guideline (2019); and~~.~~ 2. ~~Building~~ Roofing and cladding material treatments and finishings; and 3. Ownership, maintenance and operation arrangements. 4. ~~Stormwater treatment method.~~ Notification Status: An application for resource consent made in respect of rule THW-R3.3~~2~~ is precluded from being either publicly or limited notified.
~~THW-R4~~	~~**Incorporation of water sensitive design methods — four or more residential units and non-residential buildings**~~
~~All Zones (except for:~~	~~1. Activity status: **Restricted Discretionary**~~

General Rural Zone Large Lot Residential Zone)	Where: a. It involves the construction of multi-unit housing, retirement villages, comprehensive development or a non-residential building; or b. For the construction of four or more residential units or non-residential buildings in the Oriental Bay Height Precinct. Matters of discretion are: 1. The relevant sections of the Wellington Water Regional Standard for Water Services v3.0 December 2021 and Wellington Water Limited's Water Sensitive Design for Stormwater: Treatment Device Design Guideline December 2019; 2. Design, location, efficiency and effectiveness of water sensitive design methods; 3. The feasible area of permeable surfacing; 4. Adoption of best practicable option for stormwater retention and treatment; 5. Ownership, maintenance and operation arrangements; and 6. Any site constraints. Notification Status: An application for resource consent made in respect of rule THW-R4.1 is precluded from being either publicly or limited notified.
THW-R5	**Hydraulic neutrality — 1-3 residential units**
All Zones (except for: General Rural Zone Large Lot Residential Zone)	1. Activity status: **Permitted** Where: a. It involves the construction of 1-3 residential units; and b. A Wellington Water Limited approved solution for managing volume and rate of stormwater runoff is installed as part of the development. Note: An approved solution is one which meets the requirements of the Wellington Water Managing Stormwater Runoff — the use of approved solutions for hydraulic neutrality. Guidance for calculating peak stormwater flows and volumes is contained in the Wellington Water Quick Reference Guide for Design Storm Hydrology; Standardised Parameters for Hydrological Modelling, April 2019.
All Zones (except for: General Rural Zone Large Lot Residential Zone)	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of THW-R5.1 is not achieved Matters of discretion are: 1. The relevant sections of the Wellington Water Regional Standard for Water Services v3.0 December 2021; 2. Alternative methods for managing the volume and rate of discharge of stormwater to the receiving environment; and 3. Any site constraints. Notification Status: An application for resource consent made in respect of rule THW-R5.2 is precluded from being either publicly or limited notified.
THW-R6	**Hydraulic neutrality — four or more residential units and non-residential buildings**
All Zones (except for: General Rural Zone	1. Activity status: **Permitted** Where: a. It involves the construction of multi-unit housing, retirement villages, comprehensive

~~Large Lot Residential Zone)~~	~~development or a non-residential building; or~~ ~~b. For the construction of four or more residential units or non-residential building in the Oriental Bay Height Precinct; and~~ ~~c. Stormwater management measures are incorporated which achieve post development peak stormwater flows and volumes which are the same or less than the modelled peak flows and volumes for the site in its current state.~~ ~~Note: Guidance for calculating peak stormwater flows and volumes is contained in the Wellington Water Quick Reference Guide for Design Storm Hydrology; Standardised Parameters for Hydrological Modelling, April 2019. Guidance on which storm events are to be managed is contained in Chapter 4 of the Wellington Water Regional Standard for Water Services v3.0 December 2021.~~
~~All Zones (except for: General Rural Zone Large Lot Residential Zone)~~	~~2. Activity status: **Restricted Discretionary**~~ ~~Where:~~ ~~a. Compliance with any of the requirements of THW-R6.1 is not achieved.~~ ~~Matters of discretion are:~~ ~~1. The extent to which the development incorporates stormwater management techniques or controls to mitigate any increase in its current state peak stormwater runoff;~~ ~~2. The relevant sections of the Wellington Water Regional Standard for Water Services v3.0 December 2021;~~ ~~3. Design, location, efficiency and effectiveness of measures to manage peak stormwater flows and volumes;~~ ~~4. Ownership, maintenance and operation arrangements;~~ ~~5. Off-site flooding effects; and~~ ~~6. Any site constraints.~~ ~~Notification Status: An application for resource consent made in respect of rule THW-R6.2 is precluded from being either publicly or limited notified.~~
~~**THW-R7**~~	~~**Permeable Surface 1-3 residential units**~~
~~All Zones (except for: General Rural Zone Large Lot Residential Zone)~~	~~1. Activity status: **Permitted**~~ ~~Where:~~ ~~a. A minimum of 30% of the net site area is permeable surface.~~
~~All Zones (except for: General Rural Zone Large Lot Residential Zone)~~	~~2. Activity status: **Restricted Discretionary**~~ ~~Where:~~ ~~a. Compliance with the requirements of THW-R7.1.a cannot be achieved.~~ ~~Matters of discretion are:~~ ~~1. The degree of non-compliance with rule THW-R7.1~~ ~~2. Any other measures used to mitigate stormwater runoff.~~
~~**THW-R8**~~	~~**Large Lot Residential Zone**~~
~~Large Lot Residential~~	~~1. Activity status: Permitted~~

	~~Zone~~	~~Where:~~ ~~a. A minimum of 60% of the net site area is permeable surface.~~
	~~Large Lot Residential Zone~~	~~2. Activity status: Restricted Discretionary~~ ~~Where:~~ ~~a. Compliance with the requirements of THWR8.1.a cannot be achieved.~~ ~~Matters of discretion are:~~ ~~1. The degree of non-compliance with rule THW-R8.1~~ ~~2. Any other measures used to mitigate stormwater runoff.~~

Standards	
THW-S1 – Wastewater disposal connection	Assessment criteria where the standard is infringed:
All buildings with sanitary plumbing must provide a connection to the public reticulated wastewater network that complies with APP17 - Three Waters Connections. *Note: the connection is also likely to need a separate approval from the wastewater network operator.*	1. The scale of non-compliance with Section 2 – Wastewater in APP17 – Three Waters Connections; 2. Design and effectiveness of an alternative solution; 3. Ownership, maintenance and operation arrangements for any alternative solution; and 4. Any site constraints
THW-S2 – Water supply connection	Assessment criteria where the standard is infringed:
All buildings connecting to the public reticulated water supply network, excluding buildings that are accessory to an existing use on-site with an existing water connection, must provide a connection that complies with APP17 – Three Waters Connections. *Note: the connection is also likely to need a separate approval from the water network operator.*	1. The scale of non-compliance with Section 3 – Water Supply in APP17 – Three Waters Connections; 2. Design and effectiveness of an alternative solution; 3. Ownership, maintenance and operation arrangements for any alternative solution; and 4. Any site constraints
THW-S3 –Stormwater connection	Assessment criteria where the standard is infringed:
All buildings, excluding buildings with less than 20 m^2 roof area, must provide a connection to the public stormwater network that complies with APP17 – Three Waters Connections. *Note: the connection is also likely to need a separate approval from the stormwater network operator.*	1. The scale of non-compliance with Section 1 – Stormwater in APP17 – Three Waters Connections; 2. Design and effectiveness of an alternative solution; 3. Ownership, maintenance and operation arrangements for any alternative solution; 4. Any site constraints; and 5. Where a connection to the public stormwater network is not proposed, nuisance effects on external sites or impacts on stormwater assets.

THW-S4 Hydraulic neutrality – construction of 1-3 residential units	Assessment criteria where the standard is infringed:
Construction of 1-3 residential units must install a Wellington Water Ltd approved solution for managing volume and rate of stormwater runoff as part of the development. An approved solution is one which meets the requirements of the Wellington Water Managing Stormwater Runoff – the use of approved solutions for hydraulic neutrality.	1. The relevant sections of the Wellington Water Regional Standard for Water Services v3.1 December 2024; 2. Alternative methods for managing the volume and rate of discharge of stormwater to the receiving environment; and 3. Any site constraints.
THW-S5 Hydraulic neutrality – construction of: • **Multi-unit housing** • **Retirement villages** • **Comprehensive development** • **Four or more residential units in the Oriental Bay Height Precinct** • **Non-residential buildings**	Assessment criteria where the standard is infringed:
For the construction of any buildings listed in the THW-S5 title, stormwater management measures are incorporated which achieve post development peak stormwater flows and volumes which are the same or less than the modelled peak flows and volumes for the site in its current state. Note: Guidance for calculating peak stormwater flows and volumes is contained in the Wellington Water Quick Reference Guide for Design Storm Hydrology; Standardised Parameters for Hydrological Modelling, April 2019. Guidance on which storm events are to be managed is contained in Chapter 4 of the Wellington Water Regional Standard for Water Services v3.1 December 2024.	1. The extent to which the development incorporates stormwater management techniques or controls to mitigate any increase in its current state peak stormwater runoff; 2. The relevant sections of the Wellington Water Regional Standard for Water Services v3.1 December 2024; 3. Design, location, efficiency and effectiveness of measures to manage peak stormwater flows and volumes; 4. Ownership, maintenance and operation arrangements; 5. Off-site flooding effects; and 6. Any site constraints.
THW-S6 – Surface permeability 1	Assessment criteria where the standard is infringed:
A minimum 30% of the net site area is permeable surface.	1. The degree of non-compliance with the standard 2. Any other measures used to mitigate stormwater runoff
THW-S7 – Surface permeability 2	Assessment criteria where the standard is infringed:
A minimum 60% of the net site area is permeable surface.	1. The degree of non-compliance with the standard 2. Any other measures used to mitigate stormwater runoff

This chapter is operative as of 14 July 2025.

Ngā Mōrearea ā-Taiao

Natural Hazards

NH	Natural Hazards

Introduction

Wellington City is susceptible to a wide range of natural hazards, which can result in damage to property and buildings, and lead to a loss of human life. It is therefore important to identify areas susceptible to natural hazards and to avoid or manage subdivision, use, and development, relative to the natural hazard risk posed, to reduce the potential for damage to property and the potential for loss of human life.

The District Plan focuses on the following natural hazards as they are the hazards that present the greatest risk to people, property and infrastructure and their potential effects can be addressed through appropriate land use planning measures:

- Flooding;
- Fault rupture;
- Liquefaction;
- Coastal inundation, including from sea level rise; and
- Tsunami.

The coastal hazard provisions (coastal inundation, sea level rise, and tsunami) are addressed in the Coastal Environment chapter of the District Plan. The Natural Hazards Chapter addresses the other hazards identified above.

Flooding and coastal inundation from sea level rise are influenced by climate change. It is predicted that climate change will result in more intense rainfall events, storm events will become more common and the sea level will rise. The flooding and coastal inundation hazard maps incorporate current climate change predictions.

The Fault Hazard Overlays identify areas likely to experience fault rupture (breaking or buckling of the ground) in a large earthquake, and as such it is necessary to manage the risk to people and property in these Overlays.

The composition of each of the Fault Hazard Overlays (Wellington, Ohariu, Shepherds Gully, and Terawhiti) differs. Where a fault is well-understood the overlay generally reflects a Fault Deformation Zone (areas identified by geologist as highly likely to experience breaking or buckling of the ground in a large earthquake) and a 20 m buffer, for example most of the Wellington Fault. Where a fault, or parts of a fault, is not well understood or is complex in its composition the overlay is comprised of multiple sections of Fault Deformation Zone, 20 m buffers and also areas of uncertainty where the Fault Deformation Zones are not known, for example the Shepherds Gully Fault.

The Fault Hazard Overlay mapping also includes fault complexity categories (uncertain poorly-constrained, uncertain constrained, distributed, well-defined extended and well-defined) for each of the Fault Hazard Overlays. The fault complexity categories reflect the current understanding of each of the faults (Wellington, Ohariu, Shepherds Gully and Terawhiti) which comprise the Fault Hazard Overlays contained in the District Plan, and enable management of use and development that corresponds with the risk of fault rupture.

Many of the provisions associated with the Fault Hazard Overlays reference the need for buildings or activities to be located more than 20 m from the edge of the Fault Deformation Zone. The Fault Deformation Zone can

only be identified by a suitably qualified and experienced geologist or geotechnical (or similar) engineer with geophysics experience.

Slope stability will be addressed through the earthworks rules within the District Plan. When a development does not comply with the earthworks rules, site stability will be one of the matters that will be considered as part of the resource consent process.

Natural hazards such as severe winds, wildfires, and ground shaking from earthquakes are primarily managed by other statutory instruments or processes including the Building Act 2004, Civil Defence Emergency Management Act 2002 and the Local Government Act 1974 and 2002.

The hazard ranking for each of the natural hazards addressed in the Natural Hazard Chapter is provided in the table below:

Natural Hazard Overlay	**Respective Hazard Ranking**
Flood Hazard — Stream Corridor	High
Wellington Fault Hazard Overlay and the Ohariu Fault Hazard Overlay	
Flood Hazard — Overland Path	Medium
Flood Hazard — Inundation	Low
Terawhiti Fault Hazard Overlay	
Shepherds Gully Fault Hazard Overlay	
Liquefaction Hazard Overlay	

Risk

Risk is a product of both the likelihood of and the consequences from a natural hazard. A risk-based approach to natural hazards balances allowing for people and communities to use their property and undertake activities, while also ensuring that lives or significant assets are not harmed or lost as a result of a natural hazard event. When addressing the consequences from natural hazards, priority has been given in this plan as follows to:

- The protection of people from loss of life and injury;
- Reducing damage to buildings from natural hazard events; and
- The protection of essential infrastructure to ensure the health, safety and resilience of communities.

While in most instances development is unable to change the likelihood of a natural hazard event, incorporating mitigation measures or avoiding any further development in certain hazard areas can reduce the consequences from natural hazards, thereby over time reducing the associated risks. Potential mitigation measures that can be incorporated into developments to reduce the consequences of natural hazards include:

- Building design and location (for example minimum floor levels or the ability for buildings to be relocated);
- Raising floor or ground levels to avoid inundation;
- The creation of flood water detention areas to protect areas from flooding;
- The creation, retention or enhancement of natural systems and features;
- The use of suitable materials in infrastructure and building construction;
- The type of activities within buildings and structures, or the type of development;
- The use of green infrastructure options (for example sacrificial fill); and
- Securing Overland Flowpaths to allow for controlled stormwater flows when primary network capacity is exceeded.

Hazard sensitivity

To assist with determining the consequences associated with natural hazards, buildings and activities have

been allocated a sensitivity rating (see Definitions — less hazard sensitive activities, potentially hazard sensitive activities, hazard sensitive activities). This rating is based on the potential for life and property to be impacted as a result of those respective activities occurring within an identified hazard area.

Where one or more of the above activities or associated buildings are proposed to be undertaken within a Natural Hazard Overlay on a site, the most sensitive of the activities shall be used to determine the sensitivity of the proposal. This is different to traditional approaches to natural hazard rules, which largely focus on new buildings. The provisions for natural hazards address both buildings and activities, unless otherwise identified in the rule structure. This is to assist with situations where new activities that are sensitive to the impacts of natural hazards being located within existing structures, without any resulting consideration of the resulting consequences.

~~If an activity is not identified in the definitions is proposed in a Natural Hazard Overlay, then for the purposes of the application it shall be assessed as a less hazard sensitivity activity. The exception to this are~~ ~~Wellington~~ Airport purposes, operational port activities, passenger port facilities and rail activities~~. These have been~~ are specifically excluded from the hazard classification above and they have their own District Plan framework, for development for these activities. This is in recognition of the social and economic benefits these activities have and that their position in the City is largely fixed. When considering development for ~~the purposes of the Wellington~~ Aairport purposes, operational port activities, passenger port facilities and rail activities, then this will be assessed against the specific policies and rules provided in this chapter.

Other relevant District Plan provisions

Natural hazards are addressed within the following five chapters:

- Natural Hazards (which addresses buildings and activities in non-coastal hazards overlays);
- Coastal Environment (which addresses buildings and activities in the coastal hazards overlays);
- Subdivision;
- Earthworks; and
- Infrastructure.

These chapters all take the same risk-based approach to natural hazards. To avoid duplication, the natural hazards chapter provides an overview of all hazards within the Wellington City and the risk-based approach to managing those hazards (both coastal and non-coastal). However, the objectives, policies and rules in the Natural Hazards Chapter only deal with non-coastal hazards.

The objectives, policies and rules in the Coastal Environment Chapter address coastal hazards.

When earthworks, subdivision or the installation of infrastructure is being undertaken within a Natural Hazard Overlay (whether coastal or non-coastal), the relevant rules will be contained within these respective chapters.

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives	
NH-O1	**Risk from natural hazards in High Hazard Areas of the Natural Hazard Overlays** Subdivision, use and development within the High Hazard Areas of the Natural Hazard Overlays reduce or do not increase the existing risk from natural hazards to people, property and infrastructure.
NH-O2	**Risk from natural hazards in Low and Medium Hazard Areas of the Natural Hazard Overlays** Subdivision, use and development within the Low and Medium Hazard Areas of the Natural Hazard Overlays minimise the risk from natural hazards to people, property and infrastructure.

NH-O3	**Planned natural hazard mitigation works** There is reduced risk to people, property and infrastructure from flood hazards through planned mitigation works and catchment management.
NH-O4	**Natural systems and features** Natural systems and features that reduce the susceptibility of people, property and infrastructure from damage from natural hazards are created, retained or enhanced.
NH-O5	**Airport purposes, operational port activities, passenger port facilities and rail activities** Airport purposes, operational port activities, passenger port facilities and rail activities are provided for, while also ensuring that subdivision, development and use of land occupied by the airport purposes, operational port activities, passenger port facilities and rail activities minimise the risk to people, property and infrastructure.
Policies	
NH—P1	**Identification of natural hazards** Identify natural hazards within the District Plan and take a risk-based approach to the management of subdivision, use and development based on: 1. The sensitivity of the activities to the impacts of natural hazards; 2. The hazard posed to people's lives and wellbeing, property and infrastructure, by considering the likelihood and consequences of natural hazard events; and 3. The operational need or functional need for some activities to locate in Natural Hazard Overlays.
NH-P2	**Levels of risk** Subdivision, use and development manages natural hazard risk to people, property and infrastructure by: 1. Allowing for those buildings and activities that have either low occupancy or low replacement value within the low, medium and high hazard areas of the Natural Hazard Overlays; 2. Requiring buildings and activities to mitigate the risk resulting from the development from natural hazards to people, property and infrastructure as far as reasonably practicable in the low hazard and medium hazard areas within the Natural Hazard Overlays; and 3. Avoiding buildings and activities in the high hazard areas of the Natural Hazard Overlays unless there is an operational need or functional need for the building or activity to be located in this area and the building or activity mitigates the impacts from natural hazards to people, property and infrastructure.
NH-P3	**Less hazard sensitive activities** Allow for subdivision, use and development associated with less hazard sensitive activities and associated additions to buildings within the Natural Hazards Overlays, provided that: 1. It can be demonstrated that overland flowpaths are unimpeded and unobstructed; 2. The building, structure or the additions are not located within a stream corridor; and 3. The risk to people and property from the 1% Annual Exceedance Probability flood is minimised.
NH-P4	**Additions to buildings for potentially hazard sensitive activities and hazard sensitive activities in an identified inundation area of the flood hazard overlay** Provide for additions to buildings that accommodate existing potentially hazard sensitive activities and hazard sensitive activities in an identified inundation area, where:

	1. The impact from the 1% Annual Exceedance Probability flood event is low due to either the: a. Incorporation of mitigation measures; b. Size of the addition in relation to the existing building; or c. Type of activities undertaken within the addition; and 2. The risk to people and property from the 1% Annual Exceedance Probability flood is minimised.
NH-P5	**Additions to buildings for potentially hazard sensitive activities and hazard sensitive activities within the overland flowpaths and stream corridors of the Flood Hazard Overlays** Only allow additions to buildings that accommodate existing potentially hazard sensitive activities and hazard sensitive activities within the overland flowpaths and stream corridors, where it can be demonstrated that: 1. The risk from the 1% Annual Exceedance Probability flood event is low due to either the: a. Proposed mitigation measures; b. Size of the addition; or c. Nature of the activities undertaken within the addition; and 2. In an overland flowpath, the risk to people and property from the 1% Annual Exceedance Probability flood event is minimised; 3. In a stream corridor, the existing risk to people and property is not increased or is reduced from the 1% Annual Exceedance Probability flood event; and 4. The conveyancing of flood waters through the stream corridor or overland flowpath is still able to occur unimpeded and is not diverted onto adjacent properties.
NH-P6	**Potentially hazard sensitive activities and hazard sensitive activities within the identified inundation areas of the Flood Hazard Overlays** Manage subdivision, development and use associated with potentially hazard sensitive activities and hazard sensitive activities within inundation areas by: 1. Ensuring subdivision, development and use incorporates mitigation to ensure the risk to people and property from the 1% Annual Exceedance Probability flood event is minimised; and 2. Avoiding the construction of new buildings, or the conversion of existing buildings that contain a hazard sensitive activity within identified inundation areas of the Flood Hazard Overlays where the finished floor level is below the 1% Annual Exceedance Probability flood levels.
NH-P7	**Potentially hazard sensitive activities and hazard sensitive activities within the overland flowpaths of the Flood Hazard Overlays** Manage subdivision, development and use associated with potentially hazard sensitive activities and hazard sensitive activities within the overland flowpaths by: 1. Incorporating mitigation measures that minimise the risk to people and property from the 1% Annual Exceedance Probability flood; 2. Ensuring the conveyancing of flood waters through the stream corridor or overland flowpath is still able to occur unimpeded and is not diverted onto adjacent properties; and 3. Ensuring that people can safely evacuate from properties during a 1% Annual Exceedance Probability flood event.
NH-P8	**Potentially hazard sensitive activities and hazard sensitive activities within the stream corridors of the Flood Hazard Overlay** Avoid subdivision, development and use associated with potentially hazard sensitive activities and hazard sensitive activities within the stream corridors, unless it can be demonstrated that:

	1. The activity or subdivision has an operational need or functional need to locate within the stream corridor and locating outside of the stream corridor is not a practicable option; 2. Mitigation measures are incorporated that reduce or avoid an increase in the existing risk to people and property from the 1% Annual Exceedance Probability Flood; 3. People can safely evacuate the property during a 1% Annual Exceedance Probability flood; and 4. The conveyancing of flood waters through the stream corridor is still able to occur unimpeded and is not diverted onto adjacent properties.
NH-P9	**Emergency service facilities in the Liquefaction Hazard Overlay** Only allow new emergency service facilities within the Liquefaction Hazard Overlay where it can be demonstrated that: 1. The emergency service facility will be able to maintain post disaster functionality following an earthquake, including having foundation designs designed by a certified engineer to prevent liquefaction induced deformation of the building; and 2. Emergency vehicles will be able to service the impacted community by being able to enter and leave the site.
NH-P10	**Potentially hazard sensitive activities and hazard sensitive activities and related buildings and structures within the Terawhiti Fault and Shepherds Gully Fault Hazard Overlays** Subdivision, use, and development for potentially hazard sensitive activities and hazard sensitive activities within the Terawhiti Fault and Shepherds Gully Fault Hazard Overlays are managed as follows: 1. Allow for potentially hazard sensitive activities and hazard sensitive activities and related subdivision, buildings, building additions and structures within the Terawhiti Fault and Shepherds Gully Fault Hazard Overlays with the exception of educational facilities, health care facilities, hazardous facilities, major hazardous facilities, and emergency service facilities where these activities are only allowed where it can be demonstrated that: a. The building, building platforms associated with subdivision or activity is more than 20 m from the edge of the fault deformation zone of the Terawhiti Fault and Shepherds Gully Fault Hazard Overlays; or b. The building or activity has an operational need or functional need to locate within the Terawhiti Fault and Shepherds Gully Fault Overlays and locating outside of these overlays is not a practicable option; and c. Mitigation measures are incorporated into the building to maintain safety of the occupants and the structural integrity of the building in the event of fault rupture.
NH-P11	**Potentially hazard sensitive activities and hazard sensitive activities and related subdivision, buildings and structures within the uncertain poorly-constrained, uncertain constrained, or distributed areas of the Wellington Fault and Ohariu Fault Hazard Overlays** Provide for subdivision, development, and use for potentially hazard sensitive activities and hazard sensitive activities and related buildings, building additions, and structures for these activities within the uncertain poorly-constrained, uncertain constrained, or distributed areas of the Wellington Fault and Ohariu Fault Hazard Overlays provided: 1. Any new buildings, building platforms associated with subdivision, or additions to existing buildings are located more than 20 m from the edge of the fault deformation zone of the Wellington Fault and Ohariu Fault Hazard Overlays; or 2. Mitigation measures are incorporated into the building to minimise the risk to life of the occupants and the structural integrity of the building in the event of fault rupture.

NH-P12	**Additions to buildings containing potentially hazard sensitive activities and hazard sensitive activities and related buildings and structures within the well-defined or well-defined extended areas of the Wellington Fault and Ohariu Fault Overlays** Only allow for additions to existing buildings for potentially hazard sensitive activities and hazard sensitive activities within the well-defined or well-defined extended areas of the Wellington Fault and Ohariu Fault Overlays where: 1. Any new additions are located more than 20 m from the edge of the fault deformation zone; or 2. If the locating the addition more than 20 m from the edge of the fault deformation zone of the Wellington Fault and Ohariu Fault Overlays is not a practicable option, mitigation measures are incorporated into the addition to minimise the risk to life of the occupants and the structural integrity of the building in the event of fault rupture.
NH-P13	**Construction of a residential unit on an existing vacant site within the well-defined or well-defined extended areas of the Wellington Fault and Ohariu Fault Overlays** Only allow a single residential unit on an existing vacant site to be located within the well-defined or well-defined extended areas of the Wellington Fault and Ohariu Fault Overlays where: 1. Locating a residential unit on the site outside of the Wellington Fault and Ohariu Fault Overlays is not a practicable option; and 2. Mitigation measures are incorporated into the building to minimise the risk to life of the occupants and the structural integrity of the building in the event of fault rupture.
NH-P14	**Potentially hazard sensitive activities and hazard sensitive activities and related buildings and structures within the well-defined or well-defined extended areas of the Wellington Fault and Ohariu Fault Hazard Overlays** Avoid subdivision, use, and development (unless provided for under NH-P13) for potentially hazard sensitive activities and hazard sensitive activities within the well-defined or well-defined extended areas of the Wellington Fault and Ohariu Fault Hazard Overlays unless: 1. Any new building, building platforms associated with subdivisions or activity are located more than 20 m from the edge of the fault deformation zone of the Wellington Fault and Ohariu Fault Hazard Overlays; or 2. If locating the building, building platforms associated with subdivision, or activity more than 20m from the edge of the fault deformation zone of the Wellington Fault and Ohariu Fault Overlays is not a practicable option: a. For any building, or activity that has an operational need or functional need to locate within the well-defined or well-defined extended areas of the Wellington Fault and Ohariu Fault Hazard Overlays and locating outside these areas is not a practicable option, mitigation measures are incorporated into the building to minimise the risk to life of the occupants and the structural integrity of the building in the event of fault rupture; or b. For any other building, or activity potentially hazard sensitive activities and hazard sensitive activities, mitigation measures are incorporated into the building to not increase risk to life of the occupants and the structural integrity of the building in the event of fault rupture.
NH-P15	**Buildings with a low occupancy associated with operational port activities, passenger port facilities and rail activities in the Wellington Fault Hazard Overlay.** Provide for subdivision, development and use associated with the operational port activities, passenger port facilities and rail activities, within the Wellington Fault Hazard Overlay, where the subdivision, development and use does not involve the construction of new buildings which will be occupied by more than 10 employees associated with the operational port activities, passenger port facilities and rail activities or any members of the public.
NH-P16	**Buildings which will be occupied by members of the public, or employees associated**

	with the operational port activities, passenger port facilities and rail activities in the Wellington Fault Hazard Overlay. Manage subdivision, development and use associated within the operational port activities, passenger port facilities and rail activities within the Wellington Fault Hazard Overlay where the subdivision, development and use involves the construction of new buildings which will be occupied by members of the public, or more than 10 employees associated with the operational port activities, passenger port facilities and rail activities by ensuring that: 1. Any new buildings are located more than 20 m from the edge of the fault deformation zone of the Wellington Fault Hazard Overlay; or 2. Mitigation measures are incorporated into the building to minimise the risk to people and damage to buildings in the event of fault rupture.
NH-P17	**Natural systems and features** Maintain and enhance natural systems and features where they will reduce the existing risk posed by natural hazards to people's lives and wellbeing, property and infrastructure.
NH-P18	**Natural hazard mitigation works** Enable natural hazard mitigation works undertaken by the Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited or Wellington International Airport Limited or their nominated contractors or agents within Natural Hazard Overlays where these will significantly decrease the existing risk to people's lives and wellbeing, property and infrastructure.
NH-P19	**Green infrastructure** Encourage the use of green infrastructure, or Mātauranga Māori approaches when undertaking natural hazard mitigation works by the Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited or Wellington International Airport Limited or their nominated contractors or agents within Natural Hazard Overlays.
Rules	
All Natural Hazard Overlays	
NH-R1	**Less hazard sensitive activities within all Natural Hazard Overlays**
All Zones	1. Activity status: **Permitted** Where: ~~a. Any buildings and structures are located outside of the identified overland flowpaths or stream corridor of the Flood Hazard Overlay.~~ a. Any structures are located: i. Within the identified overland flowpaths of the Flood Hazard Overlay, and within the road corridor or with a footprint of less than 0.2 m^2; or ii. Outside of the identified overland flowpaths of the Flood Hazard Overlay; and b. Any buildings are located outside of the identified overland flowpaths of the Flood Hazard Overlay; and c. Any buildings and structures are located outside of the identified stream corridor of the Flood Hazard Overlay.
All Zones	2. Activity Status: **Restricted Discretionary** Where: a. Compliance with the requirements of NH-R1.1.a and NH-R1.1.b is not

	achieved. Matters of discretion are: 1. The matters in NH-P3.
All Zones	3. Activity Status: **Discretionary** Where: a. Compliance with the requirements of NH-R1.1.c is not achieved.
NH-R2	**Green infrastructure in all Natural Hazard Overlays**
All Zones	1. Activity Status: **Permitted** Where: a. The works must be undertaken by either the Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited or Wellington International Airport Limited or their nominated contractor or an agent on their behalf.
All Zones	2. Activity Status **Discretionary** Where: a. Compliance with the requirements of NH-R2.1.a is not achieved.
Flood Hazard Overlays	
NH-R3	**Flood mitigation works within the inundation area, overland flowpaths or the stream corridor of Flood Hazard Overlays**
All Zones	1. Activity Status: **Permitted** Where: a. The works must be undertaken by either the Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited or Wellington International Airport Limited or their nominated contractor or an agent on their behalf for the express purpose of flood mitigation works.
All Zones	2. Activity Status **Discretionary** Where: a. Compliance with the requirements of NH-R3.1.a is not achieved.
NH-R4	**Additions to all buildings in the inundation area, overland flowpaths or the stream corridor of the Flood Hazard Overlay**
All zones	1. Activity status: **Permitted** Where: a. The addition is located within an inundation area, and i. Is a deck or carport; or ii. ~~When located within an inundation area, t~~The finished floor levels of the addition for hazard sensitive activities or potentially hazard sensitive activities are demonstrated to be above the 1% Annual Exceedance Probability Flood level:

		i. a. plus the height of the floor joists; or, ii. b. plus the height of the concrete floor slab; and b. The additions are not located within an overland flowpath; and c. The additions are not located within a stream corridor. Note: Technical advice on finished floor levels required to comply with this rule can be sought and obtained from Wellington Water Limited.
	All Zones	2. Activity status: **Restricted discretionary** Where: a. Compliance with the requirements of NH-R4.1.a is not achieved. Matters of discretion are: 1. The matters in NH-P4.
	All Zones	3. Activity status: **Discretionary** Where: a. Compliance with the requirements of NH-R4.1.b is not achieved; and b. The finished floor levels of the addition (excluding ~~non-habitable additions~~ decks and carports) to a building containing a hazard sensitive activity located within an overland flowpath is demonstrated to be above the 1% Annual Exceedance Probability flood level: i. plus the height of the floor joists; or ii. plus the height of the concrete floor slab. Note: Technical advice on finished floor levels required to comply with this rule can be sought and obtained from Wellington Water Limited.
	All Zones	4. Activity status: **Non-Complying** Where: a. Compliance with the requirements of NH-R4.1.c or NH-R4.3.b is not achieved
	NH-R5	**The construction of buildings or the conversion of existing buildings that will contain a potentially hazard sensitive activity in the inundation area of the Flood Hazard Overlay**
	All Zones	1. Activity Status: **Permitted** Where: a. When located within an Inundation Area of the Flood Hazard Overlay, the finished floor levels of the building for the potentially hazard sensitive activity are located above the 1% Flood Annual Exceedance Probability level: i. plus the height of the floor joists; or ii. plus the height of the concrete floor slab. Note: Technical advice on finished floor levels required to comply with this rule can be sought and obtained from Wellington Water Limited.
	All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of NH-R5.1.a is not achieved. Matters of discretion are:

	1. The impact from the 1% Annual Exceedance Probability flood is low due to either the: a. Implementation mitigation measures; b. The shallow depth of the flood waters within the building; or c. Type of activity undertaken within the building; and 2. The risk to people and property is reduced or not increased.
NH-R6	**The construction of buildings or the conversion of existing buildings that will contain a hazard sensitive activity in the inundation area of the Flood Hazard Overlay**
All Zones	1. Activity Status: **Restricted Discretionary** Where: a. When located within an Inundation Area of the Flood Hazard Overlay, the finished floor levels of the building for the hazard sensitive activity is located above the 1% Flood Annual Exceedance Probability level: i. plus the height of the floor joists; or ii. plus the height of the concrete floor slab. Matters of discretion are: 1. The impact from the 1% Annual Exceedance Probability flood is low due to either the: a. Implementation mitigation measures; b. The shallow depth of the flood waters within the building; or c. Type of activity undertaken within the building; and 2. The risk to people and property is not increased from flooding, including displacement of flood waters. Note: Technical advice on finished floor levels required to comply with this rule can be sought and obtained from Wellington Water Limited.
All Zones	2. Activity Status: **Non-Complying** Where: a. Compliance with the requirements of NH-R6.1.a is not achieved.
NH-R7	**The construction of buildings or the conversion of existing buildings that will contain a potentially hazard sensitive activity in the overland flowpath of the Flood Hazard Overlay**
All Zones	1. Activity Status: **Restricted Discretionary** Where: a. When located within an overland flowpath of the Flood Hazard Overlay, the finished floor levels of the building for the potentially hazard sensitive activity is located above the 1% Flood Annual Exceedance Probability level: i. plus the height of the floor joists; or ii. plus the height of the concrete floor slab. Matters of discretion are: 1. The matter contained in NH-P7 Note: Technical advice on finished floor levels required to comply with this rule can be sought and obtained from Wellington Water Limited.
All Zones	2. Activity Status: **Discretionary** Where:

	a. Compliance with the requirements of NH-R7.1.a is not achieved
NH-R8	**The construction of buildings or the conversion of existing buildings that will contain a hazard sensitive activity within the overland flowpaths of the Flood Hazard Overlay**
All Zones	1. Activity Status: **Discretionary** Where: a. When located within an overland flowpath of the Flood Hazard Overlay, the finished floor levels of the building for the hazard sensitive activity is located above the 1% Flood Annual Exceedance Probability level: i. plus the height of the floor joists; or ii. plus the height of the concrete floor slab. Note: Technical advice on finished floor levels required to comply with this rule can be sought and obtained from Wellington Water Limited.
All Zones	2. Activity Status: **Non-Complying** Where: a. Compliance with the requirements of NH-R8.1.a is not achieved.
NH-R9	**The construction of buildings or the conversion of existing buildings that will contain a potentially hazard sensitive activity and hazard sensitive activity within the stream corridors of the Flood Hazard Overlay**
All Zones	1. Activity status: **Non-Complying**
Fault Hazard Overlays	
NH-R10	**Additions to a building containing a potentially hazard sensitive activity or hazard-sensitive activity within the Shepherds Gully Fault Hazard Overlay, Terawhiti Fault Hazard Overlay, Wellington Fault Hazard Overlay or the Ohariu Fault Hazard Overlay**
All Zones	1. Activity status: **Permitted** Where: a. The additions are to a building in the Shepherds Gully Fault Hazard Overlay or the Terawhiti Fault Hazard Overlay; b. The additions do not increase the Gross Floor Area of a building containing a hazard sensitive activity in the uncertain poorly-constrained, uncertain constrained or distributed areas of the Wellington Fault Hazard Overlay or the Ohariu Fault Hazard Overlay by more than 20m^2; c. The additions do not increase the Gross Floor Area of a a building containing a potentially hazard sensitive activity in the uncertain poorly-constrained, uncertain constrained or distributed areas of the Wellington Fault Hazard Overlay or the Ohariu Fault Hazard Overlay by more than 30m^2; or d. The additions are not to a building containing a hazard sensitive activity or potentially hazard sensitive activity in the well-defined and well-defined extended areas of the Wellington Fault Hazard Overlay or the Ohariu Fault Hazard Overlay.
All Zones	2. Activity status: **Restricted discretionary** Where: a. Compliance with the requirements of NH-R10.1b - NH-R10.1d is not achieved.

	Matters of discretion are: 1. For additions to a building containing a potentially hazard sensitive activity or hazard sensitive activity in the uncertain poorly-constrained, uncertain constrained and distributed areas of the Wellington Fault Hazard Overlay or the Ohariu Fault Hazard Overlay, the matters contained in NH-P11. 2. For additions to a building containing potentially hazard sensitive activity or hazard sensitive activity in the well-defined and well-defined extended areas of the Wellington Fault Hazard Overlay or the Ohariu Fault Hazard Overlay the matters contained in NH-P12.
NH-R11	**The construction of buildings or the conversion of existing buildings that will contain a potentially hazard sensitive activity or hazard sensitive activity within the uncertain poorly-constrained, uncertain constrained areas, well-defined or well-defined extended areas of Shepherds Gully Fault and Terewhiti Fault Hazard Overlays**
All Zones	1. Activity Status: **Permitted** Where: a. The development does not involve the establishment of either: i. Educational facilities; ii. Health care facilities; iii. Emergency service facilities; or iv. Hazard facilities and major hazard facilities.
All Zones	2. Activity status: **Discretionary** Where: a. Compliance with the requirements of NH-R11.1.a is not achieved.
NH-R12	**The construction of buildings or the conversion of existing buildings that will contain operational port activities, passenger port facilities and rail activities in the Wellington Fault Hazard Overlay**
All Zones	1. Activity Status: **Permitted** Where: a. It does not involve the construction of a building that would be occupied by more than 10 employees of the activity or any members of the public; or b. It does not involve the conversion of an existing building that would be occupied by either more than 10 employees of the activity or any members of the public.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of NH-R12.1 is not achieved. Matters of discretion are: 1. Matters contained in NH-P16
NH-R13	**The construction of buildings or the conversion of existing buildings that will contain a potentially hazard sensitive activity or hazard sensitive activity in the uncertain poorly-constrained, uncertain constrained or distributed areas of the Wellington Fault and Ohariu Fault Hazard Overlays**
All Zones	1. Activity status: **Restricted Discretionary**

	Where: a. Buildings for potentially hazard sensitive activities or hazard sensitive activities located within the uncertain poorly-constrained, uncertain constrained, or distributed areas of the Wellington Fault Hazard Overlay and Ohariu Fault Hazard Overlays. Matters of discretion are: 1. Matters contained in NH-P11
NH-R14	**The construction of buildings or the conversion of existing buildings that will contain a potentially hazard sensitive activity or hazard sensitive activity within the well-defined and well-defined extended areas of the Wellington Fault and Ohariu Fault Hazard Overlays**
All Zones	1. Activity Status: **Restricted Discretionary** Where: a. It involves the construction of one residential unit on an existing vacant site where the residential unit is located within the well-defined and well-defined extended areas of the Wellington Fault and Ohariu Fault Hazard Overlays. Matters of discretion are: 1. Locating the building elsewhere on the site outside of the fault hazard overlay is not a practicable option; and 2. Mitigation measures are incorporated into the building to minimise the risk to life of the occupants and the structural integrity of the building in the event of fault rupture.
All Zones	2. Activity status: **Non-Complying** Where: a. Any construction of buildings or conversion of existing buildings within the well-defined and well-defined extended areas of the Wellington Fault and Ohariu Fault Hazard Overlays is not provided for by NH-R14.1a.
Liquefaction Hazard Overlay	
NH-R15	**Activities in the Liquefaction Hazard Overlay**
All Zones	1. Activity Status: **Permitted** Where: a. It involves a less hazard sensitive or potentially hazard sensitive activity; or b. It involves a hazard sensitive activity that is not an emergency service facility.
All Zones	2. Activity Status: **Restricted Discretionary** Where: a. Compliance with the requirements of NH-R15.1 is not achieved. Matters of discretion are: 1. Matters contained in NH-P9

This chapter is operative as of 14 July 2025.

Te Takenga ā-Hītori

Historic Heritage

HH	Historic Heritage

Introduction

Section 6(f) of the RMA identifies "the protection of historic heritage from inappropriate subdivision, use, and development" as a matter of national importance. Buildings, structures, areas and archaeological sites associated with Wellington's past are a precious and finite resource and are part of what makes Wellington unique. They help the community understand and learn about culture and history, provide a sense of place, identity and well-being and contribute to the evolving story of Wellington City. Evidence of heritage in the environment provides a sense of time, and a connection between the past and the future as the city changes and grows. The whakataukī (Māori saying), "Me huri whakamuri ka titiro whakamua" / "In order to plan for the future, we must look to the past" encapsulates this principle.

Wellington City has several layers of culture and heritage. Buildings, structures and areas in this chapter do not recognise mana whenua heritage. However, development within sites and areas of significance to Māori needs to be progressed through a process that actively engages mana whenua to increase the prominence of mana whenua heritage in these areas. Sites and areas of significance to mana whenua are managed by the provisions contained in the Sites and Areas of Significance to Māori Chapter.

The Wellington Regional Policy Statement Policy 21 includes a list of criteria to ensure significant historic heritage resources are identified in district and regional plans in a consistent way. Nominations must be assessed against all of the following criteria and fit one (or more) of the following criteria to have significant historic heritage values:

1. Historic values;
2. Physical values;
3. Social values;
4. Tangata whenua values;
5. Rarity; or
6. Representativeness.

Sustainable long-term use

One of the best ways to protect the recognised heritage values of built heritage is to ensure that it remains in a sustainable long-term use. The original use of a building can be part of the reason why it is important and helps retain special associations between people and place. When the original use of a building changes to a new one, this is defined as 'reuse' and can help continue the story of that place. The range of uses that are appropriate for a given site is managed by zone provisions. Both the original use and any future reuse can be a sustainable long term use for built heritage and can be facilitated by compatible additions and alterations and/or carefully done partial demolition to support its ongoing functionality. Existing buildings contain embodied energy, and their retention can save carbon associated with the construction of new buildings, including in materials, transport, demolition and landfill.

This chapter of the District Plan includes provisions relating to:

1. **Heritage buildings and heritage structures** — These are individual buildings and structures that have been assessed as having significant heritage values. The exterior of most heritage buildings and

heritage structures are protected in their entirety (including roofs). Some heritage buildings only have specific features protected, such as façades. A smaller number have their interiors or interior features protected. Known buildings and structures located on the same site as heritage buildings and heritage structures which have not been identified as having heritage value themselves are categorised as 'non-scheduled heritage buildings and structures'. These are listed as exclusions in the 'protections required' column of SCHED1. The historic heritage rules do not apply to them, except for HH-R2 and HH-R9.

For the avoidance of doubt:

a. Works to any heritage building or heritage structure that is also located within a heritage area will be assessed against the provisions for heritage buildings and structures and not the heritage area provisions.
b. Regardless, any related resource consent assessment will also consider the values of the heritage area, including the relative contribution of building height to those values and the extent of compliance with any height standard.
c. Works to any heritage building or heritage structure (where only specific features are protected) that is also located in a heritage area (and the work also affects those parts of the building not specifically scheduled) will be assessed against the heritage area provisions.

SCHED1 and SCHED2 identifies heritage buildings and heritage structures.

2. **Heritage areas** — These are areas that contain a concentration of buildings and structures with similar heritage values, which when considered as a collection have significant heritage value. 'Contributing buildings and structures' are those which support the heritage values of the area. Buildings and structures that do not contribute to the heritage values of the area are identified as non-heritage in SCHED3-Heritage Areas.

   For the avoidance of doubt:

   a. Works to buildings and structures located adjacent to a heritage area, but not within, are not assessed against the provisions of this chapter.

   SCHED3 identifies heritage areas.

3. **Scheduled archaeological sites** — An archaeological site is any place (including buildings, structures or shipwrecks) that was associated with pre-1900 human activity, where there is evidence relating to the history of New Zealand that can be investigated using archaeological methods. The archaeological sites scheduled in this District Plan are not an extensive record of the total number of sites that exist, but a smaller number that have been assessed in detail as having significant heritage value. The extent of each scheduled archaeological site has been identified and mapped. The provisions of this chapter apply to the use, development and activities within this identified extent.

   SCHED4 identifies archaeological sites subject to the provisions of the District Plan.

4. **Heritage orders** — Under section 189 of the RMA a heritage protection authority may give notice to the Council of its requirement for a heritage order. Where a heritage order is included in the District Plan regardless of the provisions of the Plan or resource consents, no person may do anything, without the prior written consent of the relevant heritage protection authority named in the Plan in respect of the order.

APP1 — Historic Heritage Advice Notes contains useful information on assessing effects on heritage values and the different ways in which historic heritage is addressed by regulation and advocacy. APP1 also contains reference to the provisions of the Heritage New Zealand Pouhere Taonga Act 2014 which protect all archaeological sites.

Where a heritage building, heritage structure, heritage area or scheduled archaeological site is entered on the New Zealand Heritage List/Rārangi Kōrero, the Council will inform Heritage New Zealand Pouhere Taonga in respect of any resource consent or District Plan change. Council will expect an application for resource consent in respect of these listings to include written comments from Heritage New Zealand Pouhere Taonga.

Cross references to other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, a number of other Part 2: District-Wide chapters also contain provisions that may be relevant, including:

- **Subdivision** - The Subdivision Chapter contains provisions which manage subdivision of land including the sites of heritage buildings and heritage structures, within heritage areas and the extent of scheduled archaeological sites.
- **Earthworks** - The Earthworks Chapter manages the adverse effects of earthworks including on the sites of heritage buildings and heritage structures, and within heritage areas.
- **Signs** - The signs chapter manages signs on heritage buildings, heritage structures and their sites, within heritage areas and the extent of scheduled archaeological sites.
- **Infrastructure - Other overlays** — The Infrastructure chapter manages the effects of infrastructure on heritage buildings, heritage structures and their sites, within heritage areas and the extent of scheduled archaeological sites.

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives

HH-O1	**Recognising historic heritage** Historic heritage is recognised for its contribution to an understanding and appreciation of the history, culture and sense of place of Wellington City, the Wellington region and New Zealand.
HH-O2	**Protecting historic heritage** Historic heritage is retained and protected from inappropriate use, subdivision and development.
HH-O3	**Sustainable long-term use** Built heritage is well-maintained, resilient and kept in sustainable long-term use.

Policies

	All historic heritage
HH-P1	**Identifying historic heritage** Identify buildings, structures, areas and archaeological sites with significant historic heritage values, or that contribute to an understanding and appreciation of Māori history and culture.
	Built heritage
HH-P2	**Conservation Plans** Encourage the preparation of conservation plans and take them into account when considering the effects of development proposals on the identified heritage values of built heritage.
HH-P3	**Maintenance and repair** Encourage the maintenance and repair of built heritage where undertaken in accordance with recognised conservation principles and methods.
HH-P4	**Internal works** Enable works internal to built heritage, except where they involve interiors or interior features that are specifically scheduled.
HH-P5	**Enabling approach to works**

	Enable works to built heritage that: 1. Increase resilience through seismic strengthening, either in isolation or as part of additions and alterations; 2. Support the ongoing functionality of a building by providing a sustainable long-term use; 3. Are undertaken in accordance with recognised conservation principles and methods; 4. Increase accessibility and support means of escape from fire; or 5. Provide the opportunity to promote, enhance, recover or reveal heritage values.
HH-P6	**Removal of unreinforced masonry chimneys** Provide for the removal of unreinforced masonry chimneys from built heritage where it can be demonstrated that either: 1. The chimney(s) to be removed are not part of a primary elevation and have not been specifically identified in the heritage schedule; or 2. The chimney(s) to be removed are part of a primary elevation but are damaged beyond reasonable repair or cannot reasonably be seismically strengthened; and 3. A replacement chimney will be constructed that: a. Is an accurate replica in design, location, size, colour, finish and ornamentation; and b. Reuses fabric from the original chimney, where practicable.
Heritage buildings and structures	
HH-P7	**Additions, alterations and partial demolition of heritage buildings and structures** Provide for additions and alterations to, and partial demolition of heritage buildings and heritage structures where it can be demonstrated that the work does not detract from the identified heritage values, having regard to**:** 1. The extent to which the work: a. Supports the ongoing functionality of a heritage building or heritage structure so that it has a sustainable long term use; b. Promotes, enhances, recovers or reveals heritage values; c. Retains the main determinants of the architectural style or design of the heritage building or heritage structure; d. Is compatible with the scale, form, proportion, design and materials of the heritage building or heritage structure; e. Respects the identified relationship of the heritage building or heritage structure with its setting; f. Enables any adverse effects on identified heritage values to be reversed; g. Minimizes the loss of fabric and craftsmanship; h. Is in accordance with any conservation plan that has been prepared by a suitably qualified heritage professional; and i. Increases structural stability, accessibility and means of escape from fire; 2. The visibility of the work from street frontages; 3. Whether the works would lead to cumulative adverse effects on identified heritage values; 4. Whether there has been any change in circumstances since scheduling in the District Plan, including damage from natural disaster; 5. Any advice that has been obtained from a suitably qualified heritage professional including Heritage New Zealand Pouhere Taonga where entered onto the New Zealand Heritage List/Rārangi Kōrero as a Category 1 or 2 Historic Place; and 6. The identified heritage values of the heritage area, where located within a heritage area.
HH-P8	**New buildings and structures, and modifications to existing non-scheduled buildings on the site of a heritage building or structure**

	Provide for new buildings and structures, and modifications to existing non-scheduled buildings and structures on the same site as heritage buildings or heritage structures where it can be demonstrated that the work does not detract from the identified heritage values, having regard to: 1. The extent to which the work: a. Is compatible with the scale, form, proportion, design and materials of the heritage building or heritage structure; and b. Respects the identified relationship of the heritage building or heritage structure with its setting.
HH-P9	**Repositioning of a heritage building or structure** Only allow heritage buildings and heritage structures to be repositioned on their existing site where it can be demonstrated that: 1. It will align and be undertaken in accordance with recognised conservation principles and methods; 2. It is necessary to save the heritage building or heritage structure from damage or destruction from natural hazard; or 3. It will not detract from the identified heritage values, and the proposed alternative siting will be appropriate.
HH-P10	**Relocation of a heritage building or structure** Only allow heritage buildings and heritage structures to be relocated to another site where it can be demonstrated that: 1. It will align and be undertaken in accordance with recognised conservation principles and methods; 2. It is necessary to save the heritage building or heritage structure from damage or destruction from natural hazard; or 3. There are no practical alternatives to avoid total demolition; and 4. The proposed alternative site will be appropriate.
HH-P11	**Total demolition of heritage buildings and heritage structures** Avoid the total demolition of heritage buildings and heritage structures unless it can be demonstrated that there are no reasonable alternatives to total demolition, including: 1. Undertaking maintenance and repair- considering the extent to which any earlier deferral has negatively impacted building condition while producing financial savings where poor building condition is a factor in the intention to demolish; 2. Seismic strengthening; 3. Additions, alterations or partial demolition, including to enable reuse; 4. Repositioning; and 5. Relocation.
Heritage areas	
HH-P12	**Height of development within heritage areas** Manage the height of development within heritage areas to recognise and respect their unique form and scale in the City Centre Zone, Centre Zones and the Waterfront Zone.
HH-P13	**Non-heritage buildings and structures** Enable the enhancement of the identified heritage values of heritage areas by allowing the repositioning, relocation and total demolition of identified non-heritage buildings and structures.
HH-P14	**Additions and alterations to, and partial demolition of buildings and structures within heritage areas**

	Provide for additions and alterations to, and partial demolition of buildings and structures within heritage areas where it can be demonstrated that the work does not detract from the identified heritage values of the heritage area, having regard to: 1. The extent to which the work: a. Supports the ongoing functionality of buildings and structures so that they have a sustainable long term use; b. Promotes, enhances, recovers or reveals heritage values; c. Respects the valued neighbourhood patterns of the heritage area including any predominant architectural style or design; d. Is compatible with the scale, form, proportion, design and materials that have been identified as forming part of the heritage values of the heritage area; e. Responds to the relationships between buildings and structures within the heritage area; f. Enables any adverse effects on heritage values to be reversed; g. Minimizes the loss of heritage fabric and craftsmanship; h. Is in accordance with any conservation plan that has been prepared by a suitably qualified heritage professional; and i. Increases structural stability, accessibility and means of escape from fire; 2. The relative contribution of the building or structure to the identified values of the heritage area; 3. The visibility of the work from street frontages; 4. Whether the works would lead to cumulative adverse effects on the identified heritage values of the heritage area; 5. Whether there has been any change in circumstances since scheduling of the heritage area in the plan, including damage from natural disaster; and 6. Any advice that has been obtained from a suitably qualified heritage professional including Heritage New Zealand Pouhere Taonga where entered onto the New Zealand Heritage List/Rārangi Kōrero as a Category 1 or 2 Historic Place.
HH-P15	**New buildings and structures within heritage areas** Provide for new buildings and structures within heritage areas where it can be demonstrated that the works will not detract from the identified heritage values of the heritage area, having regard to: 1. The extent to which the work: a. Respects any valued neighbourhood patterns of the heritage area including any predominant architectural style or design; b. Is compatible with the scale, form, proportions, design and materials of the heritage area; and c. Is sited to maintain a consistent pattern of front façade alignment.
HH-P16	**Repositioning of contributing buildings and structures within heritage areas** Only allow the repositioning of contributing buildings and structures within heritage areas where it can be demonstrated that: 1. It is necessary to save the contributing building or structure from damage or destruction from natural hazard risks; or 2. There are no significant adverse effects on the identified values of the heritage area.
HH-P17	**Total demolition of contributing buildings and structures within heritage areas and relocation of contributing buildings and structures to outside of a heritage area** Avoid the relocation outside or total demolition of contributing buildings and structures within heritage areas unless it can be demonstrated that: 1. There are no significant adverse effects on the identified heritage values of the heritage area; or

	2. It is necessary to save the contributing building or structure from damage or destruction from natural hazard risks; or 3. There are no reasonable alternatives to relocation or total demolition.
Scheduled Archaeological Sites	
HH-P18	**Information, advocacy and advice** Enable the management and maintenance of scheduled archaeological sites by: 1. Obtaining, recording and sharing information about scheduled archaeological sites; 2. Encouraging the preparation of conservation plans; 3. Encouraging the adoption of voluntary agreements or covenants with Heritage New Zealand Pouhere Taonga; and 4. Assisting landowners to maintain and stabilise scheduled archaeological sit*es*, through the provision of advice and guidance.
HH-P19	**Archaeological site maintenance** Enable the following activities within the extent of scheduled archaeological sites: 1. Maintenance and repair of existing fences, roads, walking and access tracks; 2. Mowing of grass; 3. Trimming and pruning of vegetation; and 4. Grazing of stock.
HH-P20	**Vegetation removal and planting** Manage the removal of existing vegetation and the planting of new vegetation within the extent of scheduled archaeological sites.
HH-P21	**Modification of scheduled archaeological sites and earthworks within their extent** Require that the modification of scheduled archaeological sites and earthworks within their extent does not detract from their identified archaeological values, having regard to: 1. The extent to which the works: a. Provide opportunities for increasing understanding and appreciation of the values of the scheduled archaeological site; b. Contribute to returning the site to a known earlier state, including by reusing dislodged fabric; c. Reconstructs missing features to a high level of authenticity using matching or similar materials; d. Minimizes loss or damage to archaeological features; e. Will enable owners, occupiers or users to make reasonable use of the areas within the extent of the scheduled archaeological site; f. Would support the long-term maintenance, stabilisation or understanding of the extent and values of the scheduled archaeological site; 2. The compatibility of any new building or structure, including its location, height, form, design and materials with any archaeological features; 3. Whether the works would lead to cumulative adverse effects on the values of the scheduled archaeological site; 4. Whether there has been any change in circumstances that has resulted in a reduction of significance since scheduled in the plan, including damage by natural disaster; 5. The ability of the scheduled archaeological site, or parts thereof, to accommodate change without detracting from identified archaeological values;

	6. The findings of any assessment undertaken by a suitably qualified heritage professional; and 7. The outcomes of consultation with Heritage New Zealand Pouhere Taonga.
HH-P22	**Total demolition of scheduled archaeological sites** Avoid the destruction of scheduled archaeological sites unless: 1. The scheduled archaeological site, or part thereof, poses a serious threat to public safety; or 2. It can be demonstrated that there are no reasonable alternatives to total demolition.
Rules	
Heritage buildings and heritage structures	
Rules: Buildings and structures activities	
HH-R1	**Maintenance and repair of scheduled heritage buildings and heritage structures**
All Zones	1. Activity status: **Permitted**
HH-R2	**Partial and total demolition of non-scheduled buildings and structures on the site of heritage buildings and heritage structures**
All Zones	1. Activity status: **Permitted**
HH-R3	**Temporary works to heritage buildings and heritage structures**
All Zones	1. Activity status: **Permitted**
HH-R4	**Invasive seismic investigation of heritage buildings and heritage structures**
All Zones	1. Activity status: **Permitted**
HH-R5	**Removal and replacement of a single glazed clear windowpane with a clear double or triple glazed windowpane on a heritage building**
All Zones	1. Activity status: **Controlled** Where: a. The works utilise the existing window frame. Matters of control are: 1. Design and external appearance; and 2. Extent of modification of heritage fabric. Notification status: Applications under this rule are precluded from being publicly notified or limited notified.
HH-R6	**Works involving the creation of new internal floor levels or internal seismic strengthening of a heritage building that are externally visible from a public place**
All Zones	1. Activity status: **Controlled** Matters of control are: 1. Design and external appearance; and 2. Extent of modification of heritage fabric. Notification status: Applications under this rule are precluded from being publicly notified or limited notified.

HH-R7	**Additions, alterations and partial demolition of heritage buildings and heritage structures not falling under HH-R1 — HH-R6**
All Zones	1. Activity status: **Restricted Discretionary** Matters of discretion are restricted to: 1. The matters in HH-P2, HH-P5, HH-P6 and HH-P7; 2. The extent of compliance with HH-S1.
HH-R8	**New buildings and structures on the site of heritage buildings and heritage structures**
Medium Density Residential Zone High Density Residential Zone	1. Activity status: **Permitted** Where: a. A new building is: i. Accessory to a residential unit; ii. Located to the rear of a residential unit; and iii. Smaller than $10m^2$. b. Any new structure (excluding buildings provided for in HH-S8.1.a) does not exceed a maximum height of 1.5m.
Medium Density Residential Zone High Density Residential Zone	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of HH-R8.1.a is not ~~cannot be~~ achieved. Matters of discretion are: 1. The matters in HH-P2 and HH-P8.
All other Zones	3. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in HH-P2 and HH-P8.
HH-R9	**Additions and alterations to non-scheduled buildings and structures on the site of heritage buildings and structures**
All Zones	1. Activity status: **Permitted** Where: a. The works do not: i. Extend the existing building footprint at ground level by more than 10%; or ii. Result in the creation of additional storeys beyond the existing building envelope.
All Zones	2. Activity status: **Restricted discretionary** Where: a. Compliance with the requirements of HH-R9.1 is not ~~cannot be~~ achieved. Matters of discretion are:

	1. The matters in HH-P2 and HH-P8.
HH-R10	**Repositioning of heritage buildings and heritage structures on their existing site**
All Zones	1. Activity status: **Restricted discretionary** Matters of discretion are: 1. The matters in HH-P2 and HH-P9.
HH-R11	**Removal of unreinforced masonry chimneys from built heritage**
All Zones	1. Activity status: **Restricted discretionary** Matters of discretion are: 1. The matters in HH-P6. Notification status: An application for resource consent made in respect of rule HH-R11 is precluded from being either publicly or limited notified.
HH-R12	**Relocation of heritage buildings and heritage structures beyond the existing site**
All Zones	1. Activity status: **Discretionary** Section 88 information requirements to accompany applications for the relocation of heritage buildings and structures beyond the existing site: 1. An application under this rule to relocate any heritage building or structure beyond the existing site must be accompanied by: a. A Heritage Impact Assessment that evaluates the potential effects on the building or structure's associated heritage values resulting from relocation from its current site; b. An assessment of alternatives to relocation that have been considered by the applicant, including evidence demonstrating why none of these present a reasonable option; c. A Heritage Construction Management Plan outlining the measures and methods that will be undertaken to protect the building before, during, and after the relocation; and d. A Conservation Plan where one exists.
HH-R13	**Total demolition of heritage buildings and heritage structures**
All Zones	1. Activity status: **Discretionary** Notification status: An application for a resource consent made in respect of HH-R13 must be publicly notified, other than in cases of emergency where there is an immediate risk of loss of life, injury or serious damage to property. <u>Advice Note</u> Applicants for resource consent under this rule should note that the Council will likely require information to be provided supporting the application, as follows: 1. Where poor building condition is a factor in the intention to demolish, information detailing the history of regular maintenance undertaken on the building or structure; 2. A Heritage Impact Assessment for the total demolition of a building; 3. Where seismic hazard risk is a factor in the intention to demolish: a. A detailed seismic analysis (DSA) and a detailed description and methodology of the works required to increase seismic resilience to an acceptable standard, provided by a suitably qualified structural engineer; b. Costings of the works required to increase seismic resilience provided by a

	suitably qualified quantity surveyor; 4. Where the building is identified as being beyond repair, a condition survey report of the building provided by a suitably qualified professional; 5. Estimates of contributions that are available, including funding, grants, consent fee reimbursement and rates relief, if the building is not demolished; and 6. An assessment of alternatives to total demolition that have been considered, including options for seismic strengthening, reuse, or restoration where applicable, and evidence demonstrating why none of these are reasonable, including detailed cost comparisons of the identified alternatives with the estimated net return to the owner if demolition proceeds. The Council will likely obtain a peer review by a suitably qualified professional of the information provided by the applicant.
Heritage areas	
Rules: Buildings and structures activities	
HH-R14	**Maintenance and repair of buildings and structures, including non-heritage buildings and structures**
All Zones	1. Activity status: **Permitted**
HH-R15	**Temporary works to buildings and structures**
All Zones	1. Activity status: **Permitted**
HH-R16	**Invasive seismic investigation of buildings and structures**
All Zones	1. Activity status: **Permitted**
HH-R17	**Internal works to all buildings, including works involving the creation of new internal floor levels or internal seismic strengthening that are externally visible from a public place**
All Zones	1. Activity status: **Permitted**
HH-R18	**Removal and replacement of a single glazed clear windowpane with a clear double or triple glazed windowpane within heritage areas**
All Zones	1. Activity status: **Permitted** Where: a. The building is a non-heritage building; and b. The works utilise the existing window frame.
All Zones	2. Activity status: Controlled Where: a. The building is a contributing building; and b. The works utilise the existing window frame. Matters of control are: 1. Design and external appearance; and 2. Extent of modification of heritage fabric. Notification status: Applications under this rule are precluded from being publicly notified or limited notified.
HH-R19	**Additions, alterations and partial demolition of buildings and structures within a heritage area, including non-heritage buildings and structures not falling within HH-**

	R14 — HH-R18
All zones	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in HH-P2, HH-P5, HH-P6, HH-P12 and HH-P14; 2. The extent of compliance with HH-S1.
HH-R20	**Total demolition, repositioning and relocation of an identified non-heritage building or structure**
All Zones	1. Activity status: **Permitted**
HH-R21	**New buildings and structures within heritage areas**
Medium Density Residential Zone High Density Residential Zone	1. Activity status: **Permitted** Where: a. The works involve the construction of a structure associated with the operation, use and maintenance of a legal road; or b. The height of the structure does not exceed 1.5m above ground level; or c. The structure is a lamppost; or d. A new building is: i. Accessory to the primary residential unit building; ii. Located to the rear of the primary residential unit building; and iii. Smaller than $10m^2$.
All other zones	2. Activity status: **Permitted** Where: a. The works involve the construction of a structure associated with the operation, use and maintenance of a legal road; or b. The height of the structure does not exceed 1.5m above ground level; or c. The structure is a lamppost.
Medium Density Residential Zone High Density Residential Zone	3. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of HH-R21.1 is not ~~cannot be~~ achieved. Matters of discretion are: 1. The matters in HH-P15.
All other Zones	4. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of HH-R21.2 is not ~~cannot be~~ achieved. Matters of discretion are: 1. The matters in HH-P2, HH-P12 and HH-P15; and 2. The extent of compliance with HH-S1.
HH-R22	**Repositioning of contributing buildings and structures within a heritage area**
All Zones	1. Activity status**: Restricted Discretionary**

	Matters of discretion are: 1. The matters in HH-P15.
HH-R23	**Relocation of contributing buildings and structures to a location outside of a heritage area, or total demolition of contributing buildings and structures**
All Zones	1. Activity status: **Discretionary** Advice note Applicants for resource consent under this rule should note that the Council will likely require information to be provided supporting the application, as follows: 1. A Heritage Impact Assessment that evaluates the potential effects on the building or structure's associated heritage values resulting from demolition of the building or structure or its relocation outside of the heritage area, as applicable; 2. Where seismic hazard risk is a factor in the intention to demolish or relocate: a. A detailed seismic analysis (DSA), and a detailed description and methodology of the works required to increase seismic resilience to an acceptable standard, provided by a suitably qualified structural engineer; and b. Costings of the works required to increase seismic resilience provided by a suitably qualified quantity surveyor; 3. Where the building is identified as being beyond repair, a condition survey report of the building, provided by a suitably qualified professional; 4. Estimates of contributions that are available, including funding, grants, consent fee reimbursement and rates relief if the building is not demolished; 5. An assessment of alternatives to total demolition that have been considered, including options for seismic strengthening, reuse, or restoration where applicable, and evidence demonstrating why none of these are considered reasonable, including detailed cost comparisons of the identified alternatives with the estimated net return to the owner if demolition or relocation proceeds.
Scheduled archaeological sites	
Rules: Land Use Activities	
HH-R24	**Grazing of stock within the extent of a scheduled archaeological site**
All Zones	1. Activity status: **Permitted** Where: a. Stock being grazed within the extent of a scheduled archaeological site must not be cattle, horses, deer or similar large animals.
All Zones	2. Activity status: **Discretionary** Where: a. Compliance with the requirements of HH-R24.1 is not ~~cannot be~~ achieved.
HH-R25	**Modification of a scheduled archaeological site, including earthworks within the mapped extent**
All Zones	1. Activity status: **Permitted** Where: a. The works are for the maintenance and repair of existing roads, walking or access track, or operating of existing cultivation areas; and b. Do not: i. Extend beyond the existing physical footprint of the formed road,

	walking or access track or cultivation area; and ii. Disturb previously undisturbed ground; or c. The works are the mowing of grass and the trimming and pruning of trees and vegetation within the extent of a scheduled archaeological site; and d. Are undertaken using hand-held tools or a hand operated lawn mower; or e. The works are the maintenance, repair and removal of identified non-contributory buildings, structures and fences within the extent of a scheduled archaeological site; and f. The activity is not undertaken on previously undisturbed ground.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of HH-R25.1 is not ~~cannot be~~ achieved. Matters of discretion are: 1. The matters in HH-P21.
HH-R26	**Total demolition of scheduled archaeological sites**
All Zones	1. Activity status: **Discretionary**
Additional rules for specific heritage buildings and areas	
Rules: Land Use Activities	
HH-R27	**Alterations to enable building access at ground floor level of 32 the Terrace 'The Braemar building'**
City Centre Zone	1. Activity status: **Permitted**
HH-R28	**Any other activity within the Mount Street Cemetery Heritage Area**
Natural Open Space Zone	1. Activity status: **Discretionary**
Standards	
HH-S1	**Minimum and maximum heights for heritage areas in the City Centre Zone, Centre Zones and Waterfront Zone**

City Centre Zone and Waterfront Zone Heritage Areas	Location	Minimum height above ground level	Maximum height above ground level
BNZ Head Offices Heritage Area	For sites in the block bounded by Lambton Quay, Willis Street and Hunter Street	15m	25m
	For the sites at 360-366 Lambton Quay (Stewart Dawsons Corner)	15.5m	95m in the airspace above 360-366 Lambton Quay and 8 Wills Street —
	For all other sites	15m	70m
Courtenay Place	For sites in the block to the south of	12m	24m

	Courtenay Place.		
	For sites in the blocks bounded by Wakefield Street, Tory Street, Courtenay Place and Cambridge Terrace.	12m	21m
	For sites east of Kent Terrace.	12m	18m
	For 2 Courtenay Place	12m	25m
Cuba Street	For sites north of Manners Street	15m	40m
	For sites between Manners Street and Dixon Street	15m	30m
	For sites between Dixon Street & Ghuznee Street	12m	27m
	For sites between Ghuznee Street and Abel Smith Street	9m	24m
	Properties fronting Cuba Street between Abel Smith Street and Tonks Grove (comprising 244-266 Cuba Street, 267-283 Cuba Street, and 45 Abel Smith Street)	6m	18m
	Properties to the south of 266 Cuba Street and 283 Cuba Street, and west of Footscray Avenue	6m	12m
Parliamentary Precinct	In the block bounded by Lambton Quay, Bunny Street, Stout Street and Whitmore Street.	n/a	15m
	In front (to the east) of Parliament buildings	0m	0m
	From the front (eastern edge) of Parliament buildings westward to Museum Street	n/a	15m
	For sites west of Museum Street	n/a	27m
St John's Church		-	12m
Post Office Square	For sites west of Jervois Quay	20m	60m
	For sites east of Jervois Quay	-	Refer to height standards in Waterfront Zone
Stout Street	In the block bounded by Lambton Quay, Whitmore Street, Stout Street and Ballance Street	10m	20m
	For the remainder of the area	20m	50m
Local and	**Location**	**Minimum height**	**Maximum height above**

Neighbourhood Centres Zone Heritage Areas		above ground level	ground level
Aro Valley Shopping Centre Heritage Area	Entire heritage area	7m	12m
Island Bay Village Heritage Area	Entire heritage area	7m	12m
John Street Intersection Shopping Centre Heritage Area	Entire heritage area	7m	12m
Newtown Shopping Centre Heritage Area	Entire heritage area	7m	12m
Berhampore (Rintoul Street) Shopping Centre Heritage Area —	Entire heritage area	7m	12m
Thorndon Shopping Centre Heritage Area	Entire heritage area	7m	12m
Hataitai Shopping Centre Heritage Area	Entire heritage area	7m	12m

Heritage orders

Place	Heritage protection authority
Plimmer House, 99 Boulcott Street	Heritage New Zealand Pouhere Taonga — reference # 34
St. James Theatre, 77-81 Courtenay Place	Heritage New Zealand Pouhere Taonga — reference # 67.1
BNZ Buildings 1, 239-243 Lambton Quay and 3, 98-102 Customhouse Quay	Heritage New Zealand Pouhere Taonga — references #187 and #97
The Public Trust Building, 131-135 Lambton Quay	Heritage New Zealand Pouhere Taonga — reference #180
Prime Minister’s Residence, 260 Tinakori Road	Heritage New Zealand Pouhere Taonga — reference #308
State Insurance Building, 143-149 Lambton Quay	Heritage New Zealand Pouhere Taonga — reference #181
Erskine College, 21-35 Avon Street, including: the Main Building; the Chapel; the Gymnasium; Coen, St Anthony's and Lisieux Wings; and the area of land surrounding it including Our Lady Grotto; the stone walls, iron fences and gates; as well as gardens including a number of notable trees	Save Erskine College Trust — references #21/1 and #21/2

Heritage Order: Erskine College

[Heritage Order (Under Section 189 of the Resource Management Act 1991)

Heritage Protection Authority

Save Erskine College Trust, a body corporate approved as a heritage protection authority under section 188 of the Resource Management Act 1991. The Trust can be contacted at:

Margaret M Kennedy
(Secretary)
5 McKinley Crescent
Brooklyn
Wellington

Place and surrounding area to which the Order applies

The place known as Erskine College and surrounding area comprising:

All that area of land situated at 25-31 Avon Street, Island Bay, comprised in Certificates of Title 417/180, 35A/667, 36/171 and 36/125, including all those buildings and structures which are known as Erskine College including the Chapel of the Sacred Heart, the Main Block (Convent Building) including St Anthony's Wing, Coen Wing (Science and Dormitory Block), and Lisieux Wing and the surrounding area including Our Lady of Lourdes grotto, stone walls, iron fences and gates, and gardens and notable trees. The place and surrounding area are shown in Figure 1.

Effect of Order

The effects the heritage order will have on the present use of the place and surrounding area, and the extent to which the present and other uses may continue or commence without nullifying the effect of the heritage order, are:

Without consent of the Heritage Protection Authority, Save Erskine College Trust:

a. No person shall alter, modify, extend, remove, damage or demolish the buildings known as Erskine College (and located as shown on Figure 1) or any part of the buildings known as the Chapel of the Sacred Heart and the Main Block (Convent Building) including:
    i. all exterior and interior walls;
    ii. all timber joinery, skirtings, architraves, doors, windows, fireplaces, dadoes, caps, staircases and newel posts;
    iii. the lift in the Main Block (Convent Building);
    iv. all fireplace metalwork;
    v. all interior hardware;
    vi. the roofs of the two buildings (i.e. the Chapel of the Sacred Heart and the Main Block (Convent Building));
b. No person shall remove, damage or destroy any mature trees or shrubs or any structures or erect or place any structure or substance in, on or over any part of the land, or undertake any disturbance to the land surrounding Erskine College, including the gardens, as shown on Figure 1.

Since the school closed in 1985 the buildings have been in continuous use for a number of purposes including accommodation (Lisieux Wing), cultural performances and liturgical ceremonies (the Chapel of the Sacred Heart), rehearsal and studio space (Main B

Reasons for protection of the place

The place (Erskine College) merits protection because it has cultural, architectural, recreational, educational and spiritual significance.

Erskine College has its origins in the Order of the Society of the Sacred Heart, a teaching order for girls and young women, founded by Madeleine Sophie Barat in France in 1800. The Convent of the Sacred Heart (as the school was first named) was established in Island Bay in 1905. Construction of the Main Block was completed in 1906.

The school practised a distinct and uniquely liberal educational philosophy (given special notice when the school was integrated into the public education system in 1983). It played a leading role in the education of many New Zealand women whose cultural, economic, social and artistic contribution to the development of Aotearoa is inestimable.

The College and the Chapel are also associated with countless individual and collective events including celebrations of the highest accolades accorded any woman by the Catholic Church to the founder of the Society of the Sacred Heart — St. Madeleine Sophie Barat (beatified 1908, canonised 1925) and a later member of the society St. Philippine Duchesne (beatified 1940, canonised 1988).

Erskine College Main Block (Convent Building) and the later St Anthony's Wing (1916), and Chapel of the Sacred Heart (1929), were designed by John Swan, Wellington's most important designer of that time of secular and Catholic architecture. The design of the College is an original symmetrical adaptation of an early Tudor fortified manor house, a unique style in New Zealand. The Main Block (Convent Building) has a clearly resolved plan-form in the shape of an "H", a clarity reflected in the robust monumental forms, elements and symmetry of the elevations. The ecclesiastical purpose of the building is simply stated in the cruciforms of the corbelled chimneys, parapets, hood moulds and decorated gables which are all redolent of Neo-Tudor style. The central verandahs are an interesting local modification.

The layout and form of the Chapel of the Sacred Heart have precedence in Alsacian church forms being modelled on the Baptismal church of Mother Ann Biehler, superior of the Island Bay Convent at the time of its construction. The Chapel was designed as an

Reasons for protection of the surrounding area

The inclusion of the area surrounding the place (Erskine College) is necessary for the purpose of ensuring the protection and reasonable enjoyment of the place because:

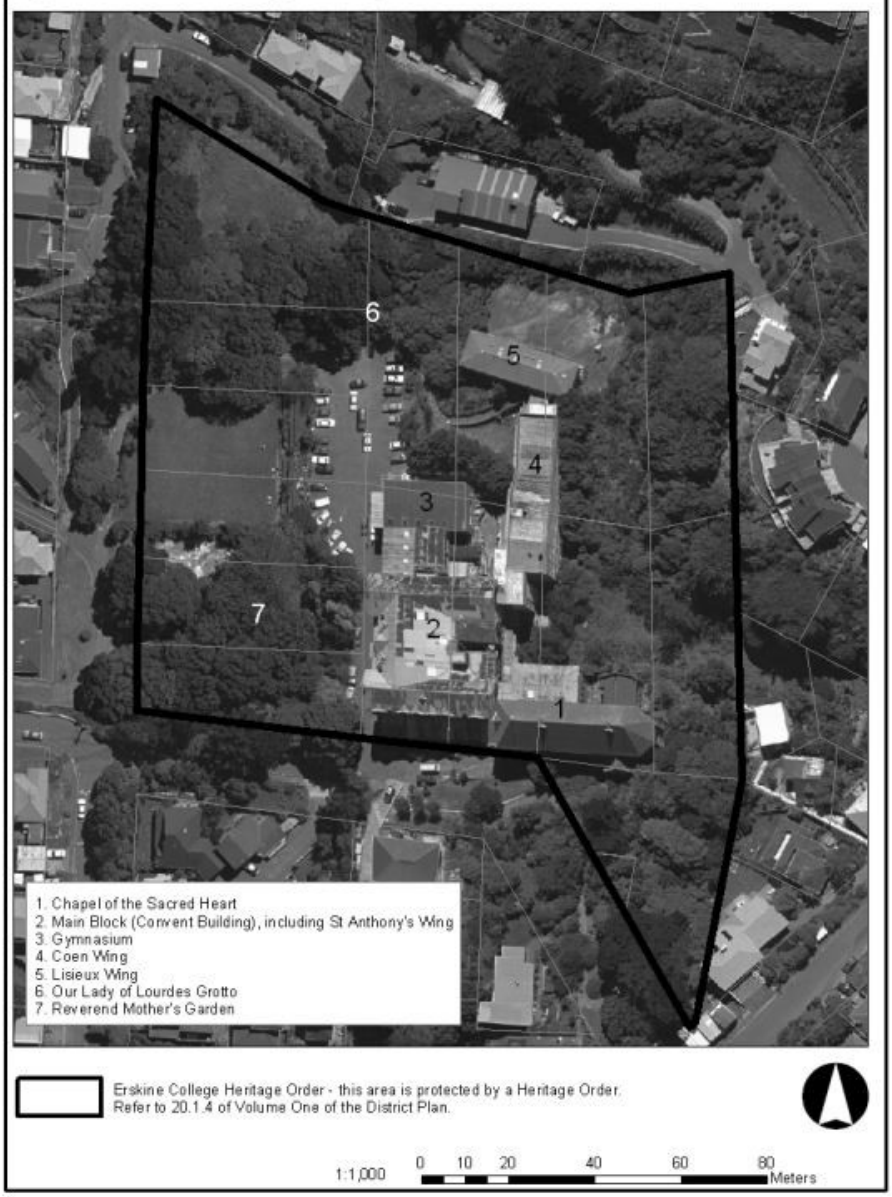
The grounds (including notable trees) have cultural, architectural, recreational, educational and spiritual significance.
The generous gardens today are the result of the formal layout and planting of native and exotic trees and shrubs carried out by the nuns from the time the school was built in 1906. They provide the setting for the College buildings and a natural recreational resource for the local community.
Erskine College and adjacent grounds have provided a built focus for Island Bay for 100 years and have made a significant contribution to the local townscape.

Provisions and plans relevant to the Heritage Order

Erskine College Main Block (Convent Building) and the Chapel of the Sacred Heart are included in the heritage schedule of the Wellington City Council District Plan, and are subject to the heritage rules, including any alteration or demolition requiring the consent of the Council prior to any such work commencing. In addition, the rules state that where a heritage order applies that the heritage protection authority will be notified. Any proposed work activity within the place known as Erskine College is subject to the heritage order and the prior approval of Save Erskine College Trust.

The property is currently zoned Outer Residential in the Operative District Plan.

Figure 1: Erskine College Heritage Order



This chapter is operative as of 14 July 2025.

Ngā Rākau Rangatira

Notable Trees

TREE	Notable Trees

Introduction

Within Wellington City, individual and groups of trees are identified and protected for their significant historic heritage, ecological or amenity values. These trees may be notable as prominent natural features and landmarks, contributors to local identity, spectacular or rare specimens, or associated with special sites, events or people. It is important that these trees are identified, protected and cared for so that they can be enjoyed by future generations.

Notable trees can be either indigenous or exotic species and located on either public land (such as road reserves or parks) or on private property. For a tree to be notable it must be evaluated against the 'Standard Tree Evaluation Method' (STEM) and score 110 points or higher or have significant cultural and historical value, taking into account potential STEM scores.

Notable trees are different to urban allotment trees which are trees that are part of significant natural areas (SNAs) in urban neighbourhoods.

SCHED6 lists notable trees.

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance, including:

- **Subdivision** - The Subdivision Chapter contains provisions which manage subdivision of sites with notable trees.
- **Earthworks -** The Earthworks Chapter manages the adverse effects of earthworks on the environment, including within the root protection area of notable trees.
- **Infrastructure - Other overlays** - The Infrastructure - Other Overlays chapter manages repair, maintenance and installation of infrastructure within the root protection area of notable trees.

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives

TREE-O1	**Purpose** Notable trees are recognised for their contribution to the city's amenity, history, ecology and sense of place and cultural value to mana whenua.
TREE-O2	**Protecting notable trees** Notable trees are protected from inappropriate modification, subdivision, development and destruction.
TREE-O3	**Maintaining notable trees**

	Notable trees are maintained to a safe and healthy standard.
Policies	
TREE-P1	**Identifying notable trees** Identify notable trees having regard to: a. Tree health, condition and ecological value; b. Amenity value and community benefit; c. Notability and recognition; and d. Significant cultural and heritage value.
TREE-P2	**Support for landowners** Support landowners to take long term care and maintenance of notable trees through the provision of education and advice.
TREE-P3	**Allowing trimming and pruning of notable trees** Allow the trimming and pruning of notable trees where the works: 1. Maintain or improve tree health; 2. Prevent interference with footpaths, property or network utilities; or 3. Are essential due to a serious threat to people or property.
TREE-P4	**Other trimming and pruning** Only allow other trimming and pruning of scheduled notable trees where it can be demonstrated that the works: 1. Will not compromise the values of the identified notable tree or group; 2. Will not compromise long term tree health; 3. Are consistent with best arboricultural practice; and 4. Will not increase the risk of the notable tree or group being subject to damage from wind.
TREE-P5	**Managing activities in the root protection area** Require activities and development to be located outside of the root protection area of notable trees unless the works will not compromise: 1. The long-term health of the scheduled notable tree; and 2. The values of the notable tree.
TREE-P6	**Repositioning and Relocation** Only allow the repositioning or relocation of notable trees where it can be demonstrated that: 1. Repositioning or relocation is necessary to enable the efficient development and operation of infrastructure; and 2. Alternatives that would otherwise retain the notable tree in its current position have been explored but are not practicable; and 3. Methods proposed are consistent with best arboricultural practice.
TREE-P7	**Destruction and removal** Only allow the destruction and removal of notable trees where it can be demonstrated that: 1. The tree poses a serious and imminent threat to the safety of people or property; or 2. The tree is dead; or

	3. There are no reasonable alternatives including: a. Trimming and pruning; and b. Repositioning and relocation.
Rules: Land use activities	
TREE-R1	**Trimming and pruning of notable trees**
All Zones	1. Activity status: **Permitted** Where: a. The trimming and pruning is necessary to comply with the Electricity (Hazards from Trees) Regulations 2003; or b. The works are necessary to prevent interference with footpaths, buildings, structures or network utilities and are undertaken to the minimum extent required to prevent interference and TREE-S1 is complied with; or c. The works involve the removal of broken branches, dead wood and diseased vegetation and TREE-S1 is complied with; or d. The works are essential due to a serious and imminent threat to the safety of people or damage to property and TREE-S2 is complied with.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of TREE-R1.1 is not ~~cannot be~~ achieved. Matters of discretion are: 1. The matters in TREE-P4. Notification status: An application for resource consent made in respect of rule TREE-R1.2 is precluded from being either publicly or limited notified.
TREE-R2	**Activity and development within the root protection area of notable trees**
All Zones	1. Activity status: **Permitted** Where: a. The works involve the planting of shrubs, flowers, ground cover, other small plants or covering ground in lawn or bark, or the mowing of grass. Note: This rule does not apply to infrastructure within the root protection area of notable trees, which are addressed in the Infrastructure — Other Overlays chapter.
All Zones	2. Activity status**: Restricted Discretionary** Where: a. Compliance with the requirements of TREE-R2.1 is not ~~cannot be~~ achieved. Matters of discretion are: 1. The matters in TREE-P5; 2. The extent of compliance with TREE-S4; and 3. If the Notable Tree is a Kauri, measures to minimise risk of spread of Kauri dieback disease including containment and disposal of soil. Notification status: An application for resource consent made in respect of rule TREE-R2.2 is precluded from being either publicly or limited notified.

TREE-R3	**Destruction, relocation or removal of notable trees**
All Zones	1. Activity status: **Permitted** Where: a. The tree is dead and TREE-S3 is complied with; or b. The tree poses a serious and imminent threat to people or property which cannot be made safe by trimming and pruning and TREE-S2 is complied with.
All Zones	2. Activity status: **Discretionary** Where: a. Compliance with any of the requirements of TREE-R3.1 is not ~~cannot be~~ achieved.
TREE-R4	**All other land use activities**
All Zones	1. Activity status: **Discretionary** Where: a. The activity is not otherwise provided for as a permitted activity, restricted discretionary activity, or a non-complying activity.
TREE-R5	**The storage or discharge of any toxic substance within the root protection area of notable trees**
All Zones	1. Activity status: **Non-complying**
Standards	
TREE-S1	**Certification by works arborist**
All Zones	1. The works are undertaken or supervised by a works arborist and Council is advised at least 10 working days prior to the work commencing.
TREE-S2	**Emergency trimming or pruning work**
All Zones	1. The works are undertaken or supervised by a works arborist and Council is advised at least 1 hour prior to the work commencing.
TREE-S3	**Certification that a scheduled notable tree is dead**
All Zones	1. Certification is obtained from a technician arborist that the scheduled notable tree is dead, and Council is advised at least 10 working days prior to the work commencing.
TREE-S4	**Works in the root protection area**
All Zones	1. All works must be undertaken under the direction of a technician arborist; 2. Excavation must be undertaken by one or a combination of the following methods: a. trenchless methods at a depth of 1m or greater; or b. hand-digging, air excavation, or hydro excavation; 3. The surface area of a single excavation must not exceed $1m^2$; 4. Excavation must be undertaken by hand-digging, air spade, hydro vac or drilling machine, within the root protection area at a depth of 1m or greater; 5. The surface area of a single excavation must not exceed 1m2; 6. Works involving root pruning must not be on roots greater than 35mm in diameter at severance; 7. Works must not disturb more than 10 per cent of the root protection area; 8. Any machines used must operate on top of paved surfaces and/or ground protection measures; 9. Any machines used must be fitted with a straight blade bucket;

	10. Measures to minimise risk of spread of Kauri dieback disease including containment and disposal of soil must be included if the tree is a Kauri; and 11. Council is advised at least 10 working days prior to the work commencing. Note: Hydro excavation is not the preferred method of soil removal as it can cause damage to tree roots.

This chapter is operative as of 14 July 2025.

Ngā Wāhi Tapu ki te Māori

Sites and Areas of Significance to Māori

SASM	Sites and Areas of Significance to Māori

Introduction

The purpose of the Sites and Areas of Significance to Māori chapter is to identify and protect sites and areas significant to iwi and Māori. This chapter gives effect to a greater strategic direction for enriching the unique culture and identity of Wellington City. Sites and areas of significance are important themselves and the relationship Mana Whenua has with these sites are important to protect and this further will build on the cultural identity of Wellington City. All these in return will bring partnership aspirations for the city. There is an enduring, intergenerational protection ethic for mana whenua that is constantly evolving, to enhance, manage, maintain iwi and Māori sites of significance. The role of the mana whenua as kaitiaki, that is to take care and look after these sites, can only be done by iwi and mana whenua. This chapter provides the framework for mana whenua to exercise their role maintaining and nurturing these sites and areas (as guided by them).

Each site and area are a unique taonga and has unique qualities in its own right. Some have been modified by development and have buildings and structures located on them. Some sites have visible, tangible or physical features, while others do not, yet are equally important. All of these sites are considered taonga. While some sites are historical sites, others are living spaces and contemporary sites that require treatment based on the current use and development of ‘here and now’.

All sites and areas identified in the District Plan are significant for different reasons. Mana whenua seek appropriate and purposeful engagement for each. At the same time different land use and building activities have different impacts on the mana of each site. The District Plan manages this by categorising sites to provide a level of protection commensurate with significance. The location of each site and area of significance has been determined with the guidance and direction of mana whenua. The provision of categorisation gives a tool to understand that although there are similarities within the rule framework, that within consultation with iwi there may be different outcomes depending on the taonga. To ensure the effects of development on the mana and unique significance of each site and area is managed the extent of each site has been mapped. The provisions of this chapter apply to the use, development and activities within this identified extent. Rule SASM-R3 only applies where modification of those parts of a Category A or B site or area of significance to Māori specifically identified in the ‘features integral’ column of SCHED7 is to occur. Where there are no features listed as integral to the site, or the identified features are not to be modified, this rule does not apply.

While some sites are historical sites, others are living spaces and contemporary sites that require treatment based on the current use and development of ‘here and now’. Marae are structures that represent living cultural significance to iwi and Māori and to our city. These important structures represent historical whakapapa and oral history and their purpose is sacred and important as the centre of traditional, ritual, and community activities. Marae have a high cultural value as the centre of iwi activities, and function to sustain iwi practices of everyday life. The Marae is the physical representation of Māoritanga and represents belonging which is of high significance. As such, the District Plan includes Marae as sites of significance and enables their ongoing use and development and the establishment of new Marae.

Heritage New Zealand Pouhere Taonga is responsible for issuing any archaeological authority for any earthworks that may affect an archaeological site (refer to Appendix 1 for more information)

Sites in SCHED7 are as follows:

Category A

Wāhi Tapu, Wāhi Tīpuna, Kāinga, Mahinga Kai sites and areas that have high level of significance.

Category B

Kōrero tuku iho, Otaota, Ngakinga, Takiwā, Te Ara Tawhito, Te Ara Pakanga, Wāhi Taonga, Wāhi Tawhito sites and areas that are significant for Mana Whenua, however they may not match the level of significance to the sites and areas listed in Category A.

Category C

Active Marae.

These places represent historical whakapapa and oral history and their purpose is sacred and important as the centre of traditional, ritual, and community activities. Marae have a high cultural value as the centre of iwi activities, and function to sustain iwi practices of everyday life. The Marae is the physical representation of Māoritanga and represents belonging which is of high significance. This is to acknowledge spaces of historic and present use by mana whenua.

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, a number of other Part 2: District-Wide chapters also contain provisions that protect the values of Sites and Areas of Significance to Māori. Earthworks and subdivision activities relating to sites and areas of significance to Māori are located within these specific chapters.

- **Subdivision** - The Subdivision Chapter contains provisions which manage subdivision of land within Sites
- **Earthworks** - The Earthworks Chapter manages the adverse effects of earthworks within Sites and Areas of Significance to Māori.
- **Infrastructure other overlays**- the Infrastructure chapter contains provisions relating to the use, development and upgrade of infrastructure activities within Sites and Areas of Significance to Māori.
- **Signs** - The signs chapter manages signs within the extent of scheduled archaeological sites and sites of significance.

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives

SASM-O1	**Purpose** Sites and areas of significance to Māori are identified for their cultural significance and their contribution to an understanding and appreciation of the relationship mana whenua have with the landscape and the history of Wellington City.
SASM-O2	**Protecting sites and areas of significance to Māori** Sites and areas of significance to Māori are retained and protected from inappropriate use, subdivision and development.
SASM-O3	**Kaitiakitanga** Mana whenua are enabled to exercise kaitiakitanga in relation to sites and areas of significance, including by being active participants on resource consents which have the potential to affect sites and areas of significance, and promoting the narratives of sites within the development of the city.

Policies

SASM-P1	**Identifying sites and areas of significance** Identify sites and areas that have significance to Māori.
SASM-P2	**Maintenance and repair** Enable maintenance and repair of sites and areas of significance to Māori on iwi or Council land where the spiritual, cultural and environmental values of the site or area are protected.
SASM-P3	**Ongoing use and development of marae** Enable the ongoing use and development of marae for a range of functions including living, working, cultural activities and recreation serviced by infrastructure and road access.
SASM-P4	**Construction of buildings and structures within the mapped extent of sites and areas of significance** Provide for the construction of buildings and structures within sites and areas of significance to Māori where it can be demonstrated that the spiritual and cultural values of the site will be protected and maintained, having regard to: 1. The cultural and spiritual values of the site or area; 2. Consultation undertaken with mana whenua; 3. The extent to which the building or structure respects the tikanga of the site or area of significance; 4. The extent to which the values of mana whenua incorporated into the proposal; 5. Whether alternative methods, locations or designs are available that would reduce the impact on the identified site or area of significance; 6. Any positive effects of the development for mana whenua or opportunities to enhance the cultural values of the site; 7. The extent to which mana whenua retain access and use of the site or area; 8. The extent to which the building or structure is set back from the boundary with the site or area of significance; 9. Where adjacent to marae complex, the extent to which the new building or structure has been designed or oriented to prevent windows or balconies from looking directly into or over marae; 10. Whether landscaping or screening are proposed to reduce overlooking or provide screening from the site or area of significance; 11. The positioning and orientation of the building or structure relative to the site or area of significance; and 12. The extent to which the exterior treatment and materials of the new building or structure are compatible with the site or area of significance.
SASM-P5	**Modification of features integral to a Category A or B site or area of significance to Māori and extension of the footprint of existing buildings** Provide for the modification of features integral to a Category A or B site or area of significance to Māori and extension of the footprint of existing buildings where it can be demonstrated that the spiritual and cultural values of the site will be protected and maintained, having regard to: 1. Consultation undertaken with mana whenua; 2. The extent to which the values of mana whenua have been incorporated into the proposal; 3. Whether alternative methods, locations or designs are available that would avoid or reduce the impact on the identified site or area of significance; 4. Any positive effects of for mana whenua or opportunities to enhance the cultural values of the site; and 5. The extent or ability for mana whenua to access and use of the site or area.
SASM-P6	**Destruction of sites and areas of significance** Avoid the demolition or destruction of sites and areas of significance to Māori.

Rules: Land use activities	
SASM-R1	**Maintenance and repair of sites and areas of significance on iwi or Council land in Category A, Category B and Category C**
1. Activity status: **Permitted**	
SASM-R2	**Undertaking cultural rituals, practices, and tikanga Māori in sites and areas of significance in Category A, Category B and Category C**
1. Activity status: **Permitted**	
Rules: Building and structure activities	
SASM-R3	**Modification of those parts of Category A or B site or area of significance to Māori specifically identified in the 'features integral' column of SCHED7**
All zones	1. Activity status: **Permitted** Where: a. The integral feature is a marae.
All zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of SASM-R3.1 is not ~~cannot be~~ achieved. Matters of discretion are restricted to: 1. The matters in SASM-P5; 2. Consultation undertaken with mana whenua; and 3. The extent to which the values of mana whenua have been incorporated into the proposal.
SASM-R4	**New buildings or structures within the mapped extent of a site or area of significance to Māori in Category A or B**
All zones	1. Activity status: **Permitted** Where: a. The building is a marae.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of SASM-R4.1 is not ~~cannot be~~ achieved. Matters of discretion are: 1. The matters in SASM-P4. Notification status: An application for resource consent made in respect of rule SASM-R4 is precluded from being limited or publicly notified.
SASM-R5	**Additions to the footprint of an existing buildings within the mapped extent of sites and areas of significance Māori Category A or B**
All zones	1. Activity status: **Permitted**

		Where: a. The building is a marae.
		2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of SASM-R5.1 is not ~~cannot be~~ achieved. Matters of discretion are: 1. The matters in SASM-P5; 2. Consultation undertaken with mana whenua; and 3. The extent to which the values of mana whenua have been incorporated into the proposal. Notification status: An application for resource consent made in respect of rule SASM-R5 is precluded from being limited or publicly notified.
SASM-R6		**Destruction or demolition of a site or area of significance to Māori in Category A and Category B**
	All zones	1. Activity status: **Non-Complying**

This chapter is operative.

Ngā Rāhui Tirohanga

Viewshafts

VIEW	Viewshafts

Introduction

The purpose of the Viewshafts Overlay is to identify and maintain significant views within Wellington City that contribute to its sense of place and identity. To achieve this purpose, a number of viewshafts are defined so as to limit built development that would impinge on views of the focal elements at the end of the viewshaft, and the context elements that provide a setting for those focal elements.

All the views covered by the overlay have city-wide significance as they promote the relationship of the city to its landscape setting, provide a means of orientating oneself in the City and visual relief from the monotony of continuous built form. Many of those views are also recognised regionally, nationally or internationally. They are unique to Wellington and offer significant visual amenity to residents and visitors alike.

The 17 viewshafts traverse the following zones:

- City Centre Zone
- Special Purpose Waterfront Zone
- High Density Residential Zone
- Medium Density Residential Zone
- Special Purpose Wellington Town Belt Zone
- Special Purpose Tertiary Education Zone
- Open Space Zone.

The views that these viewshafts protect are experienced from a range of positions, some of which may be in a different zone to their intended focal point.

Some views (whether contained or vista views) have been identified due to their focus on important landmark buildings or iconic places within the City. These views are significant as they provide an understanding of the City Centre environment, promote its history and assist wayfinding. On that basis two categories of viewshafts have been identified:

1. Category 1 viewshafts, which have an enhanced public significance (protecting iconic and landmark views); and
2. Category 2 viewshafts, which have public significance.

There are three main types of viewshaft identified in the District Plan:

1. Viewshafts protecting views from the City Centre towards the harbour, hills, landmarks, and wider setting;
2. Viewshafts protecting elevated views from the Cable Car station viewing platform; and
3. Viewshafts protecting views of landmark buildings and places within the City Centre.

These viewshafts protect two forms of views, ‘contained’ views and ‘vista’ views.

Contained views are typically those experienced along a street that is vertically framed by buildings (existing or future permitted) located along their edge, terminating at an identified focal point. They are important because

they:

- Recognise the unique relationship between topography and built form;
- Reinforce the historical connection between the original shoreline and the harbour; and
- Promote the visual connection between the City Centre and the inner harbour and, in doing so, contribute to wayfinding and an enhanced sense of place by providing continuous views to the inner harbour from the Golden Mile.

Vista views are more expansive than the contained views. They are typically experienced from elevated positions or from areas that allow a wider viewing angle, and complement the contained viewshafts experienced at street level. Their key features include:

- Establishing the relationship of the City Centre with its wider landscape and harbour setting; and
- Reinforcing the City Centre's identity and sense of place.

The Viewshafts Overlay seeks to protect the identified views to ensure that they are not compromised by future development. Views of the identified focal and context elements, that are the subject of the overlay are identified in Schedule 5.

The rules in this chapter apply to sites across multiple zones where the viewshaft overlay applies, as shown on the District Plan maps. The views themselves are described in Schedule 5. The purpose of the rule framework is to regulate development that intrudes on the focal and context elements identified in Schedule 5, but not to prevent changes to those elements themselves. Any such development will be subject to the provisions of the relevant zone based chapter.

Other relevant District Plan provisions	
It is important to note that in addition to the provisions in this chapter, a number of other Part 2: District-Wide matters chapters and Part 3: Area-Specific chapters also contain provisions that may be relevant for activities in underlying Zone chapters. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.	
Objectives	
VIEW-O1	**Purpose** Views that contribute to the City's identity and sense of place, and that support an understanding of the City's topography and urban form, are recognised and maintained.
VIEW-O2	**Category 1: Iconic and landmark views** Category 1 viewshafts are recognised and maintained due to their regional, national and/or international significance.
Policies	
VIEW-P1	**Identification of important viewshafts** Identify and maintain important viewshafts to the harbour, hills and iconic and landmark features from public places within and around the City Centre.
VIEW-P2	**Maintaining identified viewshafts** Maintain viewshafts that reinforce the City's identity and sense of place by restricting development that could affect these viewshafts, having regard to: 1. Whether the development will positively frame the viewshaft horizontally or vertically; 2. The extent to which the relationship between context and focal elements will be maintained;

	3. Whether the development will intrude on the viewshaft vertically or horizontally and the extent of this intrusion on identified focal elements; and 4. The extent to which the development will remove existing intrusions or increase the quality of the viewshaft, particularly in relation to focal elements.
VIEW-P3	**Avoiding intrusions on Category 1 viewshafts** Avoid intrusions on identified Category 1 viewshafts, unless it can be demonstrated that: 1. The development will result in the removal of an existing viewshaft intrusion or increase the quality of the view; or 2. The viewshaft intrusion is of a minor nature and will not detract from the overall appreciation of the view; or 3. In the case of verandahs, the viewshaft intrusion will either be screened by another verandah or building element in the foreground or be contained within the outline of a building (that is not a context or focal element) in the background.
Rules: Building and structure activities	
VIEW-R1	**Verandahs within viewshafts**
City Centre Zone	1. Activity status: **Permitted** Where: a. Compliance with Standard CCZ-S7 is achieved; and b. The verandah does not intrude on Viewshaft 1 or Viewshaft 4.
City Centre Zone	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of VIEW-R1.1 is not ~~cannot be~~ achieved Matters of discretion are: 1. The matters in VIEW-P2 and VIEW-P3. Notification status: An application for resource consent under Rule VIEW-R1.2 is precluded from being either publicly or limited notified.
VIEW-R2	**Construction of new buildings and structures, and alterations and additions to existing buildings, within a Viewshaft Overlay**
Medium Density Residential Zone	1. Activity Status: **Permitted** Where: a. Outside the Oriental Bay Height Precinct: i. The height of any building or structure does not exceed 11m above ground level; or ii. For any building or structure greater than 11m in height above ground level, the building or structure does not intrude into any viewshaft with a Category 1 or Category 2 significance as identified in Schedule 5; b. Within the Oriental Bay Height Precinct: i. The height of any building or structure does not exceed 21m above ground level; or ii. For any building or structure greater than 21m in height above ground level, the building or structure does not intrude into Viewshaft 15 as identified in Schedule 5.
High Density	2. Activity Status: **Permitted**

Residential Zone	Where: a. The height of any building or structure does not exceed 22m above ground level; or b. For any building or structure greater than 22m in height above ground level, the building or structure does not intrude into any viewshaft with a Category 1 or Category 2 significance as identified in Schedule 5; and c. Any building or structure in Kelburn does not intrude into Viewshafts 13, 14 or 15.
City Centre Zone Special Purpose Waterfront Zone Special Purpose Wellington Town Belt Zone Special Purpose Tertiary Education Zone Open Space Zone	3. Activity Status: **Permitted** Where: a. The building or structure does not intrude into any viewshaft with a Category 1 or Category 2 significance as identified in Schedule 5.
Medium Density Residential Zone High Density Residential Zone City Centre Zone Special Purpose Waterfront Zone Special Purpose Wellington Town Belt Zone Special Purpose Tertiary	4. Activity status: **Restricted Discretionary** Where: a. Compliance is not ~~cannot be~~ achieved with VIEW-S1 Category 2 Viewshaft Protection; and b. The building or structure is not otherwise permitted by VIEW-R.2.1.a.i, or VIEW-R2.2.a. Matters of discretion are: 1. The matters in VIEW-P2. 2. The extent and effect of non-compliance with the standard as specified in the associated assessment criteria for the infringed standard.

Education Zone Open Space Zone	
Medium density Residential Zone High Density Residential Zone City Centre Zone Special Purpose Waterfront Zone Special Purpose Wellington Town Belt Zone Special Purpose Tertiary Education Zone Open Space Zone	5. Activity status: **Discretionary** Where: a. Development intrudes into any of the following Category 1 (iconic and landmark viewshafts) as identified in Schedule 5: i. Viewshaft 1 (The Beehive and Parliament Buildings); ii. Viewshaft 2 (The Inner Harbour/Mt Victoria Ridgeline from Parliament Steps); iii. Viewshaft 4 (Whitmore Street); iv. Viewshaft 13 (Viewing platform to the north of the Cable Car Station, focusing on Matiu Somes Island and Mokopuna Island); v. Viewshaft 14 (Viewing platform to the north of the Cable Car station focusing on Point Jerningham and Point Halswell); vi. Viewshaft 15 (Viewing platform to the north of the Cable Car station focusing on St Gerard's Monastery); and b. The building or structure is not otherwise permitted by VIEW-R.2.1.a.i, VIEW-R.2.1.b.i or VIEW-R2.2.a.

Standards

VIEW-S1	**Category 2 Viewshaft Protection**
1. No building or structure shall intrude on any of the following viewshafts identified in Schedule 5: a. Viewshaft 3 (North Queens Wharf and Inner Town Belt — Whitmore Street); b. Viewshaft 5 (Waring Taylor Street); c. Viewshaft 6 (Johnston Street); d. Viewshaft 7 (Brandon Street); e. Viewshaft 8 (Panama Street); f. Viewshaft 9 (Lambton Quay/Grey Street); g. Viewshaft 10 (Hunter Street); h. Viewshaft 11(Willeston Street); i. Viewshaft 12 (Chews Lane/Harris Street); j. Viewshaft 16 (Taranaki Street); and k. Viewshaft 17 (Tory Street). This standard does not apply to: a. Verandahs that comply with CCZ-S7 and do not intrude into Viewshaft S1 or Viewshaft S4;	Assessment criteria where the standard is infringed: 1. Extent of intrusion; 2. Verandah dimension; 3. Scale; 4. Location; and 5. Design.

b. Any building or structure within the coastal marine area; c. Land within the 'Commercial Port' area of the Port Zone; and d. Cranes, elevators and similar cargo or passenger handling equipment and lighting poles. Note: Vegetation intruding into a viewshaft will be disregarded when assessing applications, particularly where pruning or the deciduous nature of the vegetation can act to restore the quality of the viewshaft.	

Unless identified as subject to appeal, all provisions in this chapter are operative as of 14 July 2025.

Wawaetanga

Subdivision

SUB	Subdivision

Introduction

The purpose of this chapter is to assist the Council to carry out its functions under the Act relating to the control of subdivision.

Subdivision involves the division of an allotment or building into multiple allotments, or the alteration of existing boundaries. Subdivision often entails a change in land ownership arrangements, and commonly affects future development potential for newly created allotments. In this way, subdivision will play an important role in accommodating 50,000 to 80,000 additional residents in Wellington City to 2050.

Greater housing choice is also desired in the City over the short, medium and long-term. Subdivision controls will need to be flexible enough to facilitate that aim, whilst also ensuring adverse effects on people, communities and the wider environment can be appropriately managed.

In addition to facilitating increased housing supply and choice, subdivision is related to the Council's aims for a more sustainable and resilient future for Wellington. For example, poorly-designed subdivisions can limit neighbourhood connectivity and cohesion, entailing also longer travel times, greater reliance on private vehicle transport and associated increases in greenhouse gas emissions. In contrast, well-connected subdivisions can enhance community values and sense of place, and promote greater uptake of active and public transport modes.

Poorly-designed subdivisions can also lead to greater energy consumption and associated costs for home heating, relative to designs that make better use of solar aspect and other renewable energy opportunities.

When subdivision and related land use activities are assessed concurrently, it enables a comprehensive understanding of the resulting pattern, scale and density of development. For this reason, the Council prefers combined subdivision and land use resource consent applications to be made wherever possible and therefore the District Plan provides a more enabling framework for combined subdivision and land use application.

Where buildings and activities are lawfully established prior to subdivision, the subdivision process may be little more than a formalisation of new property or unit boundaries to provide for separate ownership. Where subdivision precedes land use, the resulting development potential needs to be taken into account to ensure newly created allotments and units are of a size, shape and orientation that are fit-for-purpose and sympathetic to the local context.

Subdivisions commonly lead to in an increase in intensity of land use activity, and steps need to be taken at subdivision stage to ensure existing and future activities can be serviced for access, water supply, wastewater disposal, stormwater management, telecommunications and power supply.

Subdivision involving certain activities in close proximity to some network utilities also needs to be managed. The provisions in the subdivision chapter work together with provisions in the infrastructure and other chapters to achieve the Plan's aims regarding the operation, maintenance, development and upgrade of infrastructure.

Subdivisions adjacent to surface waterbodies and the CMA afford opportunities for greater access to these

features to enhance a range of values. Esplanade reserves and esplanade strips will generally be required by the Council in such circumstances. Esplanades also provide opportunities to maintain or enhance conservation values associated with ecological characteristics of surface water and the coast, as well as natural hazard mitigation.

Subdivision is only permitted in limited circumstances. Under Section 223 of the RMA, a survey plan for such subdivisions may be submitted to Council for approval provided that a certificate of compliance has been obtained for the subdivision and that certificate has not lapsed.

Application of rules in this Chapter

This chapter includes objectives, policies and rules that relate to subdivision generally. It also includes policies and rules that implement objectives in other chapters, specifically as they relate to the management of subdivision.

Rule SUB-R1 relates specifically to subdivision of land for the purpose of the construction and use of residential units in the Medium Density Residential Zone and the High Density Residential Zone.

Subdivisions under Rule SUB-R1 are not subject to Rules SUB-R2 — SUB-R5, but are subject to the area-specific and district wide rules where the land also contains a corresponding planning notation or overlay.

With the exception of Rule SUB-R1, the general subdivision objectives, policies and rules apply to all subdivision proposals, including those that affect land subject to other planning map notations, areas, or overlays. To the extent relevant, this includes Objectives SUB-O1 and SUB-O2, Policies SUB-P1 — SUB-P10, and Rules SUB-R2 — SUB-R5.

In addition to those general provisions, the area-specific and district wide policies and rules apply to subdivisions affecting land subject to the applicable planning notation or overlay. This includes Policies SUB-P11 — SUB-P28, and Rules SUB-R6 — SUB-R31.

Responsibilities

GWRC has a key role under the RMA in conserving soil, maintaining and enhancing water quality and aquatic ecosystems and avoiding or mitigating natural hazards. In practice, this means that:

1. GWRC have functions and responsibilities that may impact on subdivision;
2. GWRC manages potable water where a connection to ~~Council's~~ the public reticulated potable ~~systems~~ network is not available, and the water supply is from groundwater or a waterbody.
3. GWRC manages wastewater disposal where a connection to ~~Council's~~ the public reticulated wastewater systems is not available and sewage is to be disposed to ground.
4. GWRC manages stormwater disposal where a connection to ~~Council's~~ the public reticulated wastewater systems is not available and stormwater is to be disposed to ground or into a waterbody.
5. GWRC also manages disturbance activities in the beds of rivers and lakes.

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, a number of other Part 2: District-Wide chapters also contain provisions that may be relevant including:

- **Transport**- The Transport Chapter contains provisions relating to transport matters, including traffic generation.
- **Three Waters** — The Three Waters Chapter contains provisions that relate to the management of the Three Waters infrastructure including servicing, hydraulic neutrality, water-sensitive urban design and infrastructure enabled urban development.
- **Historic Heritage and Sites and Areas of Significance to Māori** - Land subject to subdivision proposals may include archaeological sites and sites and areas of significance to Māori. Specific objectives and policies for the protection of these sites are located in the Sites and Areas of Significance to Māori Chapter and Historic Heritage Chapter.

- **Notable Trees** — The Notable Trees Chapter contains provisions that identify and protect certain trees for their significant historic heritage, ecological or amenity values.
- **Infrastructure** - the subdivision chapter includes rules to implement objectives and policies in the Infrastructure Chapter where subdivision may have adverse effects, including reverse sensitivity effects, on infrastructure, such as the gas transmission pipeline, national grid, and transport network.
- **Natural Hazards** - the subdivision chapter includes policies and rules that implement the objectives in the Natural Hazards chapter where subdivision proposals affect land subject to identified natural hazards.
- **Natural Character** — the subdivision chapter contains the rules that implement the objectives in the Natural Character chapter where subdivision proposals affect riparian margins
- **Ecosystems and Indigenous Biodiversity** - the subdivision chapter includes policies and rules that implement the objectives in the Ecosystems and Indigenous Biodiversity chapter where subdivision proposals affect Significant Natural Areas
- **Natural Features and Landscapes** - the subdivision chapter includes policies and rules that implement the objectives in the Natural Features and Landscapes chapter where subdivision proposals affect Outstanding Natural Features and Landscapes, Special Amenity Landscapes and Ridgelines and Hilltops.
- **Public Access** - the subdivision chapter includes policies and rules that implement the objectives in the Public Access chapter where subdivision proposals affect access to the coast and surface waterbodies
- **Coastal Environment** - the Coastal Environment Chapter contains the objectives and policies relating to the subdivision of land on property that is subject to coastal hazards. The subdivision chapter contains the rules that implement the objectives in the Coastal Environment chapter where subdivision proposals affect land in the Coastal Environment
- **Earthworks** - The Earthworks Chapter manages the adverse effects of earthworks on the environment, including earthworks associated with subdivision proposals.
- **Noise** - The Noise Chapter contains specific controls in relation to noise, including temporary construction noise from subdivision and associated development.

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives	
SUB-O1	**Efficient pattern of development** Subdivision achieves an efficient development pattern that: 1. Maintains or enhances Wellington's compact urban form; 2. Is compatible with the nature, scale and intensity anticipated for the underlying zone and local context; 3. Enables appropriate future development and use of resulting land or buildings; and 4. Is supported by development infrastructure and additional infrastructure for existing and anticipated future activities.
SUB-O2	**Esplanades** The network of esplanade reserves and esplanade strips in Wellington is progressively increased.
Policies	
All subdivision	
SUB-P1	**Recognising and providing for subdivision** 1. Recognise the benefits of subdivision in facilitating the supply and variety of new housing, business and other activities that meet the needs of people and communities~~.~~; and 2. Enable subdivision in urban areas that have existing or planned three waters infrastructure capacity to meet growth demand in the short to medium term.
SUB-P2	**Boundary adjustments and amalgamation**

	Enable boundary adjustments and site amalgamation to enhance the efficient use of land, provided that the nature and scale of resulting development potential is compatible with the local context.
SUB-P3	**Sustainable design** Provide for subdivision design and layout that makes efficient use of renewable energy and other natural and physical resources, and delivers well-connected, resilient communities including development patterns that: 1. Maximise solar gain; 2. Incorporate effective water sensitive design~~,~~ that are constructed and maintained to: a. Improve the health and well-being of water bodies and freshwater ecosystems; b. Avoid or mitigate off-site effects from surface water runoff; c. Demonstrate best practice approach to the management of stormwater quality and quantity; d. Reduce demand on water supplies; e. Avoid wastewater overflows wherever practicable; and f. Account for operational needs and functional needs of development, and health or safety issues, that preclude specific water sensitive design methods from being used; 3. Achieve hydraulic neutrality; 4. Provide for safe vehicle access; 5. Support walking, cycling and public transport opportunities and enhance neighbourhood and network connectivity and safety; and 6. Are adaptive to the effects of climate change.
SUB-P4	**Integration and layout of subdivision and development** Provide for the efficient integration and layout of subdivision and associated development by: 1. Encouraging joint applications for subdivision and land use; 2. Enabling subdivision around development that has already been lawfully established; 3. Ensuring standalone subdivision proposals provide allotments that can be feasibly developed and are fit for the future intended purpose; 4. Ensuring allotments are of a size, shape and orientation that is compatible with the nature, scale and intensity anticipated for the underlying zone or activity area's objectives and policies; and 5. Ensuring enabled land use outcomes will be able to be achieved following subdivision.
SUB-P5	**Subdivision for residential activities** Provide for flexibility, innovation and choice for future development enabled by subdivision for residential activities.
SUB-P6	**Vacant allotment subdivision design** Provide for subdivision where, appropriate to the scale of the subdivision, it results in allotments that: 1. Are adequately served by public open space that is accessible and useable; 2. Respond to site topography by ensuring any contour modification or large retaining structures are minimised to be sympathetic to existing natural ground form and landscaped to soften visual impacts; 3. Provide safe, accessible and legible street network structure and connections to and through open spaces, key routes and local destinations; 4. Are designed using crime prevention through environmental design principles; 5. Recognise the amenity value of views or landmarks and respond to these by aligning streets and designing public spaces to focus on these; 6. Orient lot frontages towards streets and other public spaces to create quality streetscapes and where possible combine accessways to rear lots; and 7. Achieve high quality landscape outcomes, including encouraging the retention and integration of mature trees and native vegetation that positively contribute to an area's visual amenity.

Subdivision **Proposed: 23/06/2025**

SUB-P7	**Subdivision in the General Rural Zone** Require subdivisions in the General Rural Zone to result in allotments of a size, shape and orientation that: 1. Preserve the predominant open character of the rural zone and contributes to urban containment; 2. Can accommodate a residential unit in a position that manages effects on the privacy and amenity of residential units on neighbouring allotments; and 3. Do not increase the risk of reverse sensitivity effects arising on existing lawfully established activities.
SUB-P8	**Servicing** Require all allotments created by any subdivision to be adequately serviced such that: 1. In urban areas, suitable access, connections to public reticulated water supply, wastewater and stormwater management networks are provided in accordance with the Council's Code of Practice for Land Development and the Wellington Water Regional Standard for Water Services v3.1 December 2024; 2. Allotments in rural or other areas that are unable to connect to reticulated networks are of sufficient size and shape to accommodate suitable on-site wastewater disposal, stormwater management, and water supply, including water supply for fire-fighting purposes; and 3. Suitable connections to telecommunications and electricity are supplied.
SUB-P9	**Esplanade requirements** 1. Require the provision of esplanade reserves and esplanade strips where subdivisions are proposed adjacent to the CMA or rivers to enhance: ~~1.~~ a. Public access to and along the coast and surface waterbodies; ~~2.~~ b. Ecological, amenity and recreational values; and ~~3.~~ c. Natural hazard resilience. 2. Only allow for the reduction or waiver of any esplanade reserve or esplanade strip requirements, where it can be demonstrated that: a. The ecological values and natural character, landscape, historic heritage and natural function of the adjacent surface waterbody or area of coast can be maintained for the future; or b. Safe public access, recreational use, and natural hazard management are: • Already available, or will be achieved with a reduced esplanade width, and can be maintained for the future; or • Not achieved irrespective of any reserve or strip being provided due to functional needs, operational needs, physical characteristics of the land, or other practical constraints; or c. An esplanade strip would better provide for public access, recreation, natural hazard management, and ecological values compared to an esplanade reserve; or d. Any reduction in width is offset by an increase in width in other locations which would result in a net positive public benefit, in terms of public access, recreation, or natural hazard management; or e. Financial compensation from the Council is not available when required to compensate a landowner for the provision of an esplanade reserve or esplanade strip when allotments of 4 hectares or more are created when land is subdivided.

Subject to appeal P1 Sch1 Have regard	**SUB-P10**	**Subdivision within the Inner Air Noise Overlay** Provide for subdivision within the Inner Air Noise Overlay where the potential future permitted density of noise sensitive activities will avoid adverse reverse sensitivity effects on Wellington International Airport.

Historical and Cultural Values	
SUB-P11	**Subdivision of land on which a heritage building or heritage structure is located** Provide for the subdivision of land on which heritage buildings and heritage structures are located, having regard to: 1. The extent to which the subdivision and any anticipated development would detract from the identified heritage values; 2. The identified relationship and contribution of the setting and surroundings of the site to the values of the heritage building or heritage structure; 3. The extent to which the subdivision would retain an appropriate setting for the heritage building or heritage structure; and 4. Any advice that has been obtained from a suitably qualified heritage professional including Heritage New Zealand Pouhere Taonga where it is listed as a Category 1 or Category 2 Historic Place.
SUB-P12	**Subdivision within heritage areas** Provide for the subdivision of land within heritage areas, having regard to: 1. The extent to which the subdivision and any anticipated development would detract from the identified heritage values; and 2. Any advice that has been obtained from a suitably qualified heritage professional including Heritage New Zealand Pouhere Taonga where it is listed as a Historic Area.
SUB-P13	**Subdivision of land containing a scheduled archaeological site** Provide for the subdivision of land containing a scheduled archaeological site, having regard to: 1. The location of site access and new structures in relation to the scheduled archaeological site; 2. The extent to which the subdivision and any anticipated development would adversely affect archaeological values; 3. The findings of any advice by a suitably qualified heritage professional; and 4. The outcomes of any consultation with Heritage New Zealand Pouhere Taonga.
SUB-P14	**Subdivision of land containing a notable tree** Require subdivision of land containing notable trees to support the maintenance of tree health and minimise the potential for interference, having regard to: 1. The extent to which the location of new boundaries relative to the notable tree and any anticipated development will increase the risk of the interference with property; and 2. Whether site access and new utilities can be located outside of the root protection area of the notable tree.
SUB-P15	**Subdivision of land within a site or area of significance to Māori Category A or B** Provide for the subdivision of land within a site or area of significance to Māori Category A or B having regard to: 1. Consultation undertaken with mana whenua; 2. The extent to which the values of mana whenua have been incorporated into the proposal; 3. Whether alternative methods, locations or designs are available that would avoid or reduce the impact on the identified site or area of significance; 4. Any positive effects of the development for mana whenua or opportunities to enhance the cultural values of the site; and 5. The extent to which mana whenua retain access and use of the site or area.
Natural Environment Values	
SUB-P16	**Protection of significant natural areas** Protect the biodiversity values of significant natural areas identified within SCHED8 by requiring subdivision to:

	1. Avoid adverse effects on indigenous biodiversity values where practicable; 2. Minimise adverse effects on the biodiversity values where avoidance is not practicable; 3. Remedy adverse effects on the biodiversity values where they cannot be avoided or minimised; 4. Only consider biodiversity offsetting for any residual adverse effects that cannot otherwise be avoided, minimised or remedied and where the principles of APP2 — Biodiversity Offsetting are met; and 5. Only consider biodiversity compensation after first considering biodiversity offsetting and where the principles of APP3 — Biodiversity Compensation are met.
SUB-P17	**Subdivision in significant natural areas** Allow for subdivision in significant natural areas listed in SCHED8 where it: 1. Applies the effects management hierarchy approach in SUB-P16; and 2. Demonstrates that it is appropriate by taking into account the: a. Findings of an ecological assessment in accordance with APP15; and b. Provision of any proposed protective covenants of the significant natural area; and c. Degree to which fragmentation of the significant natural area is minimised; and d. Extent to which building platforms and vehicle accessways within the new lots are proposed to locate outside the significant natural area or designed to minimize the degree of impact; and e. Extent that the ecological processes, functions and integrity of the significant natural area are maintained.
SUB-P18	**Subdivision within riparian margins** Only allow subdivision within riparian margins where: 1. The natural character is protected; and 2. The subdivisions is designed to minimise the adverse effects of future use and development enabled by the subdivision on the natural character.
SUB-P19	**Subdivision of land within ridgeline and hilltops overlay or within the ridgetop area of the Upper Stebbings and Glenside West Development Area** Only allow subdivision of land containing ridgelines and hilltops or within the ridgetop area where: 1. The integrity of the ridgeline is protected; and 2. The subdivision is designed to minimise the adverse effects of future use and development on the visual amenity and landscape values.
SUB-P20	**Subdivision of land within special amenity landscapes** Manage subdivision of land within identified special amenity landscapes as follows: 1. Provide for subdivision of land in identified special amenity landscapes outside the coastal environment where: a. The subdivision is designed to ensure that adverse effects of future use and development enabled by the subdivision on the identified values are avoided, remedied or mitigated; and b. The identified landscape values and characteristics are maintained. 2. Provide for subdivision of land in identified special amenity landscapes within the coastal environment where: a. The subdivision is designed to ensure that significant adverse effects of future use and development enabled by the subdivision on the identified values are avoided; and b. The subdivision is designed to ensure that any other adverse effects of future use and development enabled by the subdivision on the identified values are avoided, remedied or mitigated; and c. The identified landscape values and characteristics are maintained.
SUB-P21	**Subdivision of land within outstanding natural features and landscapes located outside of the coastal environment**

	Only allow for the subdivision of land within identified outstanding natural features and landscapes or special amenity landscapes located outside of the coastal environment where the subdivision: 1. Is compatible with the identified values of the identified outstanding natural features and landscapes; 2. Avoids, remedies or mitigates significant adverse effects on the identified values and characteristics of outstanding natural features and landscapes; and 3. Is designed to protect the identified values and characteristics of the outstanding natural features and landscapes.
Coastal Environment	
SUB-P22	**Subdivision of land within outstanding natural features and landscapes located within the coastal environment** Avoid the subdivision of land within identified outstanding natural features and landscapes within the coastal environment, unless: 1. Any adverse effects of future use and development enabled by the subdivision on the identified values of the outstanding natural features and landscapes are avoided; and 2. The identified values and characteristics of the outstanding natural features and landscapes are protected.
SUB-P23	**Subdivision of land within the landward extent of the coastal environment** Provide for subdivision of land within the landward extent of the coastal environment where it: 1. Consolidates existing urban areas; and 2. Does not establish new urban sprawl along the coastline.
SUB-P24	**Subdivision of land within high coastal natural character areas** Only allow for subdivision in areas of very high or high coastal natural character within the coastal environment where: 1. Any significant adverse effects on the identified values described in Schedule 12 - High Coastal Natural Character Areas are avoided and any other adverse effects on the identified values described in Schedule 12 - High Coastal Natural Character Areas are avoided remedied or mitigated; and 2. It can be demonstrated that: a. The particular values and characteristics of the areas of high coastal natural character areas as identified in SCHED12 — High Coastal Natural Character Areas are protected from inappropriate subdivision, considering the extent to which the values and characteristics of the area are vulnerable to change including the effects of climate change and other natural processes; b. The duration and nature of adverse effects are limited; c. There is a functional need or operational need for the subdivision to locate in the area; d. There are no reasonably practical alternative locations that are outside of the coastal environment or are less vulnerable to change; and e. Restoration or rehabilitation planting of indigenous species will be incorporated to mitigate any adverse effects.
SUB-P25	**Subdivision of land within coastal margins and riparian margins in the coastal environment located inside the Port Zone, Airport Zone, Stadium Zone, Waterfront Zone or City Centre Zone** Provide for subdivision of land within coastal margins and riparian margins where it is located in the highly modified Port Zone, Airport Zone, Stadium Zone, Waterfront Zone or City Centre Zone.
SUB-P26	**Subdivision of land within coastal margins and riparian margins in the coastal environment located outside the Port Zone, Airport Zone, Stadium Zone, Waterfront**

	Zone and City Centre Zone Only allow for subdivision within coastal and riparian margins in the coastal environment located outside of the Port Zone, Airport Zone, Stadium Zone, Waterfront Zone or City Centre Zone where: 1. Any significant adverse effects on the natural character of the coastal environment are avoided and any other adverse effects on the natural character of the coastal environment are avoided, remedied or mitigated; and 2. It can be demonstrated that: a. There is a functional need or operational need for the subdivision to locate within the coastal margin or riparian margin; b. There are no reasonably practical alternative locations that are outside of the coastal margin or riparian margins or are less vulnerable to change; and c. Restoration or rehabilitation planting of indigenous species will be incorporated to mitigate any adverse effects.
Natural Hazards	
SUB-P27	**Subdivision of land affected by natural hazards** Take a risk-based approach to the management of subdivision of land affected by natural hazards identified in the District Plan based on: 1. The sensitivity of the activities to the impacts of natural hazards; and 2. The hazard posed to people's lives and wellbeing, and property, by considering the likelihood and consequences of differing natural hazard events.
SUB-P28	**Subdivision of land within the port and railway yards within the Wellington Fault Overlay** Require subdivision of land within the port and railway yards within the Wellington Fault Overlay to incorporate mitigation measures that minimise the risk to people, property and infrastructure from the ground shaking and fault rupture on the Wellington Fault.
Rules: Land use activities	
All Subdivision	
SUB-R1	**Subdivision for the purpose of the construction and use of residential units in the Medium Density Residential Zone or High Density Residential Zone**
Medium Density Residential Zone High Density Residential Zone	1. Activity status: **Controlled** Matters of control are: 1. The provision of practical, physical and legal access from each allotment directly to a formed legal road or by registered right of way; 2. The provision of a water supply connection to the ~~Council's~~ public reticulated water supply ~~system~~network for each allotment sufficient to ~~meet the levels of service in~~comply with the Wellington Water Regional Standard for Water Services ~~v3.0 December 2021~~ v3.1 December 2024, or to a functional standard for existing connections to an existing residential unit, and the requirements of the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008; 3. The provision of a wastewater disposal connection to ~~Council's~~ the public reticulated wastewater ~~system~~network for each allotment sufficient to ~~meet the level of service in~~ comply with the Wellington Water Regional Standard for Water Services ~~v3.0 December 2021~~ v3.1 December 2024, or to a functional standard for existing connections to an existing residential unit; 4. The provision of a stormwater connection to ~~Council's~~ the public reticulated stormwater ~~system~~network for each allotment sufficient to ~~meet the level of service in~~ comply with the Wellington Water Regional Standard for Water Services ~~v3.0 December 2021~~ v3.1 December 2024; 5. The provision of fibre optic cable connections to the legal boundary of each allotment;

	~~and~~ 6. The provision of electricity connections to the legal boundary of each allotment~~.~~; 7. The provision of an esplanade reserve and esplanade strip where subdivision creates an allotment adjoining the CMA or adjoins or contains a river whose bed has an average width of 3 m or more where the river adjoins or flow through the allotment; and 8. Any easements necessary. Notification status: Applications under this rule are precluded from being publicly or limited notified. ~~Applications under this rule are precluded from being publicly notified or limited notified if the subdivision is only associated with residential units that fully comply with density standards MRZ-S1, MRZ-S2, MRZ-S3, MRZ-S4, MRZ-S5, MRZ-S6, MRZ-S7 and MRZ-S8 in the Medium Density Residential Zone; or HRZ-S1, HRZ-S3, HRZ-S4, HRZ-S5, HRZ-S6, HRZ-S7, HRZ-S8 and HRZ-S9 in the High Density Residential Zone.~~ ~~Applications under this rule are precluded from being publicly or limited notified if the subdivision is associated with an application for the construction and use of 4 or more residential units that comply with density standards MRZ-S1, MRZ-S2, MRZ-S3, MRZ-S4, MRZ-S5, MRZ-S6, MRZ-S7 and MRZ-S8 in the Medium Density Residential Zone; or HRZ-S1, HRZ-S3, HRZ-S4, HRZ-S5, HRZ-S6, HRZ-S7, HRZ-S8 and HRZ-S9 in the High Density Residential Zone.~~ ~~Applications under this rule are precluded from being publicly notified if the subdivision is associated with an application for the construction and use of 1, 2, or 3 residential units that do not comply with 1 or more of density standards MRZ-S1, MRZ-S2, MRZ-S3, MRZ-S4, MRZ-S5, MRZ-S6, MRZ-S7 and MRZ-S8 in the Medium Density Residential Zone; or HRZ-S1, HRZ-S3, HRZ-S4, HRZ-S5, HRZ-S6, HRZ-S7, HRZ-S8 and HRZ-S9 in the High Density Residential Zone.~~
SUB-R2	**Subdivision around an existing lawfully established building or buildings (excluding accessory buildings) approved as part of a resource consent application that ~~which~~ does not result in the creation of any new undeveloped allotment**
All Zones	1. Activity status: **Permitted** Where: a. The subdivision is not located in the General Rural Zone~~,~~ or the Large Lot Residential Zone ~~or the Future Urban Zone~~; and b. Compliance with the following standards is achieved: i. SUB-S1; ii. SUB-S2; iii. SUB-S3; iv. SUB-S4; v. SUB-S5; and vi. SUB-S7; and c. The subdivision will not increase the degree of non-compliance with land use standards of the applicable Zone~~.~~; and d. No new easements are required.
All Zones	2. Activity status: **Controlled** Where: a. Compliance with SUB-R1.a to SUB-R1.c is achieved; and b. Compliance with SUB-R1.d is not achieved. Matters of control are: 1. Any easements necessary.

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All Zones	~~2.~~ 3. Activity status: **Restricted Discretionary** Where: d. Compliance with any of the requirements of SUB-R2.1b is not achieved. Matters of discretion are: 1. The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P5, SUB-P8; and SUB-P9; 2. The extent and effect of non-compliance with any relevant Standard as specified in the associated assessment criteria for the infringed standards; and 3. Site access and the design of any vehicle parking and associated manoeuvering areas proposed~~.~~; and 4. Any easements necessary. Notification status: Applications under this rule are precluded from being publicly or limited notified.
All Zones	~~3.~~ 4. Activity Status: **Discretionary** Where: a. Compliance with the requirements of SUB-R2.1.a or SUB-R2.1.c is not achieved.
SUB-R3	**Boundary adjustments**
All Zones, except for: General Rural Zone Large Lot Residential Zone Future Urban Zone	1. Activity status: **Permitted** Where: a. The boundary adjustment is not located in the General Rural Zone, the Large Lot Residential Zone or the Future Urban Zone; and b. Compliance with the following standards is achieved: i. SUB-S1; ii. SUB-S2; iii. SUB-S3; iv. SUB-S4; and v. SUB-S5; and ~~vi. SUB-S7; and~~ c. The boundary adjustment will not increase the degree of non-compliance with land use standards of the applicable Zone.
General Rural Zone Large Lot Residential Zone Future Urban Zone	2. Activity status: **Controlled** Where: a. Compliance with the requirements of SUB-R3.1.a is not achieved; and b. Compliance with the following standards is achieved: i. SUB-S1; ii. SUB-S2; iii. SUB-S3; iv. SUB-S4; v. SUB-S5; and vi. SUB-S7; and c. The boundary adjustment will not lead to, or increase the degree of, non-compliance with land use standards of the applicable Zone; d. In the Future Urban Zone, the subdivision is in general accordance with the relevant Development Plan and Requirements set out in APP12 — Lincolnshire Farm Development Area and APP13 — Upper Stebbings and Glenside West Development Area; and e. In the General Rural Zone:

	i. All allotments identify a building platform for any existing or proposed residential unit that is no closer than 100m to any other existing or proposed building platform for a residential unit. Matters of control are: 1. The matters in SUB-P1, SUB-P2, SUB-P3, SUB-P4, SUB-P5, SUB-P7, SUB-P8 and SUB-P9; 2. For subdivisions in Lincolnshire Farm Development Area, the matters in DEV2-P1, DEV2-P2 and DEV2-P6; 3. For subdivisions in Upper Stebbings/Glenside West Development Area, the matters in DEV3-P1, DEV3-P2, DEV3-P5 and DEV3-P6; and 4. Site access and the design of any vehicle parking and associated manoeuvering areas proposed~~.~~; and 5. Any easements necessary. Notification status: Applications under this rule are precluded from being publicly notified.
All Zones	3. Activity status: **Restricted Discretionary** Where: a. The boundary adjustment is not a permitted activity under SUB-R3.1 or a controlled activity under SUB-R3.2. Matters of discretion are: 1. The matters in SUB-P1, SUB-P2, SUB-P3, SUB-P4, SUB-P5, SUB-P7, SUB-P8, and SUB-P9; 2. The extent and effect of non-compliance with any relevant Standard as specified in the associated assessment criteria for the infringed Standards; 3. For subdivisions in Lincolnshire Farm Development Area, the matters in DEV2-P1, DEV2-P2 and DEV2-P6; 4. For subdivisions in Upper Stebbings/Glenside West Development Area, the matters in DEV3-P1, DEV3-P2, DEV3-P5 and DEV3-P6; 5. For subdivisions in the General Rural Zone, the matters in the Rural Design Guide; and 6. Site access and the design of any vehicle parking and associated manoeuvering areas proposed~~.~~; and 7. Any easements necessary. Notification Status: Applications under this rule are precluded from being publicly notified.
SUB-R4	**Subdivision to create a new allotment for infrastructure**
All Zones	1. Activity status: **Controlled** Where: a. Compliance is achieved with the following standards: i. SUB-S1; and ii. SUB-S7. Matters of control are: 1. The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P8, and SUB-P9; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed~~.~~; and 3. Any easements necessary. Notification status: Applications under this rule are precluded from being publicly or limited notified.

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All Zones	2. Activity status: **Restricted discretionary** Where: a. Compliance with any of the requirements of SUB-R4.1.a is not achieved. Matters of discretion are: 1. The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P5, SUB-P7, SUB-P8, and SUB-P9; 2. The extent and effect of non-compliance with any relevant Standard as specified in the associated assessment criteria for the infringed standards; and 3. Site access and the design of any vehicle parking and associated manoeuvering areas proposed~~.~~; and 4. Any easements necessary. Notification status: Applications under this rule are precluded from being publicly notified.
SUB-R5	**Subdivision that creates any vacant allotment, excluding new allotments for infrastructure**
All Zones, except: General Rural Zone Large Lot Residential Zone Future Urban Zone	1. Activity status: **Controlled** Where: a. The subdivision is not located in the General Rural Zone, the Large Lot Residential Zone or the Future Urban Zone; and b. Compliance with the following standards is achieved: i. SUB-S1 ii. SUB-S2; iii. SUB-S3; iv. SUB-S4; v. SUB-S5; vi. SUB-S6; and vii. SUB-S7. Matters of control are: 1. The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P5, SUB-P6, SUB-P8, and SUB-P9; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed~~.~~; and 3. Any easements necessary. Notification status: Applications under this rule are precluded from being publicly or limited notified.
General Rural Zone Large Lot Residential Zone Future Urban Zone	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of SUB-R5.1.a is not achieved; and b. Compliance with the following standards is achieved: i. SUB-S1; ii. SUB-S2; iii. SUB-S3; iv. SUB-S4; v. SUB-S5; vi. SUB-S6; vii. SUB-S7; and c. In the Future Urban Zone, the subdivision is in general accordance with the relevant Development Plan in the Planning Maps and with the Requirements

		set out in APP12 — Lincolnshire Farm Development Area and APP13 — Upper Stebbings and Glenside West Development Area; and d. In the General Rural Zone: i. All allotments identify a building platform for any existing or proposed residential unit that is no closer than 100m to any other existing or proposed building platform for a residential unit; and ii. Any allotment to be subdivided must be at least five years old from the deposit of survey plan. Matters of discretion are: 1. The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P5, SUB-P6, SUB-P7, SUB-P8, and SUB-P9; 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standards; 3. For subdivisions in Lincolnshire Farm Development Area, the matters in DEV2-P1, DEV2-P2 and DEV2-P6; 4. For subdivisions in Upper Stebbings/Glenside West Development Area, the matters in DEV3-P1, DEV3-P2, DEV3-P5 and DEV3-P6; 5. For subdivisions in the General Rural Zone, the matters in the Rural Design Guide; and 6. Site access and the design of any vehicle parking and associated manoeuvering areas~~.~~; and 7. Any easements necessary. Notification status: Applications under this rule are precluded from being publicly or limited notified.
	All Zones, except: General Rural Zone	3. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of SUB-R5.1.b is not achieved; and b. The subdivision is not located in the General Rural Zone. Matters of discretion are: 1. The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P5, SUB-P6, SUB-P8, and SUB-P9; 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standards; and 3. Site access and the design of any vehicle parking and associated manoeuvering areas~~.~~; and 4. Any easements necessary. Notification status: Applications under this rule are precluded from being publicly notified.
	All Zones	4. Activity status: **Discretionary** Where: a. The subdivision is not a controlled activity under SUB-R5.1 or a restricted discretionary activity under SUB-R5.2 or SUB-R5.3.
Historical and Cultural Values		
SUB-R6		**Subdivision of a site on which a heritage building or heritage structure is located**
	All Zones	1. Activity status: **Discretionary**
SUB-R7		**Subdivision of a site within a heritage area**
	All Zones	1. Activity status: **Discretionary**

SUB-R8	**Subdivision of a site on which a scheduled archaeological site is located**
All Zones	1. Activity status: **Discretionary**
SUB-R9	**Subdivision of a site on which a notable tree is located**
All Zones	1. Activity status: **Discretionary**
SUB-R10	**Subdivision of land within a site or area of significance to Māori Category A and B**
All Zones	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in SUB-P15.
SUB-R11	**Subdivision of land within a significant natural area**
All Zones	1. Activity status: **Restricted Discretionary** Where: a. A future building platform to contain a residential unit including areas for access to the building platform are identified for each new undeveloped allotment that: i. Complies with the underlying zone provisions for buildings; and ii. Is located outside of the significant natural area. Matters of discretion are: 1. The matters in SUB-P16 and SUB-P17. Section 88 **information requirements** for applications: Applications for activities within an identified significant natural area must provide, in addition to the standard information requirements, an ecological assessment in accordance with APP15.
All Zones	2. Activity status: **Discretionary** Where: a. Compliance with any of the requirements of SUB-R11.1.a is not achieved; and b. The subdivision is located outside of the coastal environment. Section 88 information requirements for applications: Applications for activities within an identified significant natural area must provide, in addition to the standard information requirements, an ecological assessment in accordance with APP15.
All Zones	3. Activity Status: **Non-complying** Where: a. Compliance with any of the requirements of SUB-R11.2 is not achieved; and b. The subdivision is located inside the coastal environment. Section 88 information requirements for applications: Applications for activities within an identified significant natural area must provide, in addition to the standard information requirements, an ecological assessment in accordance with APP15.
SUB-R12	**Subdivision of land within special amenity landscapes**
All Zones	1. Activity status: **Restricted Discretionary** Where:

	a. A future building platform to contain a residential unit is identified for each new undeveloped allotment that: i. Complies with the underlying zone provisions for buildings. Matters of discretion are: 1. The effects on the identified values of the special amenity landscape; and 2. The matters in SUB-P20.
All Zones	2. Activity status: **Discretionary** Where: a. Compliance with any of the requirements of SUB-R12.1.a is not achieved.
SUB-R13	**Subdivision of land within outstanding natural features and landscapes**
All Zones	1. Activity status: **Restricted Discretionary** Where: a. A future building platform to contain a residential unit including areas for access to the building platform are identified for each new undeveloped allotment that: i. Complies with the underlying zone provisions for buildings; and ii. Is located outside of the outstanding natural feature or landscape. Matters of discretion are restricted to: 1. The matters in SUB-P21 and SUB-P22; and 2. The effects on the identified values of the outstanding natural features or landscapes.
All Zones	2. Activity status: **Discretionary** Where: a. Compliance with any of the requirements of SUB-R13.1.a is not achieved; and b. The subdivision is located outside the coastal environment.
All Zones	3. Activity status: **Non-Complying** Where: a. Compliance with any of the requirements of SUB-R13.2 is not achieved; and b. The subdivision is located inside the coastal environment.
SUB-R14	**Subdivision of land within ridgeline and hilltops overlay or within the ridgetop area of the Upper Stebbings and Glenside West Development Area**
All Zones	1. Activity Status: **Restricted Discretionary** Where: a. A future building platform to contain a residential unit is identified for each new undeveloped allotment that: i. Complies with the underlying zone provisions for buildings; and ii. For the Upper Stebbings and Glenside West Development Area is located outside of the ridgetop area. Matters of discretion are restricted to:

	1. The matters in SUB-P19; and 2. Any measures proposed to protect ridgeline and hilltop or ridgetop area, including the location and size of future building platforms.
SUB-R15	**Subdivision of land within the coastal environment outside of high coastal natural character areas and outside of coastal margins and riparian margins**
All Zones	1. Activity status: **Controlled** Where: a. The subdivision is not located in any Open Space and Recreation Zone or the General Rural Zone; and b. Compliance is achieved with the following standards: i. SUB-S6; and ii. SUB-S7. Matters of control are: 1. The matters in ~~PA-P1~~ PA-P2, SUB-P9 and SUB-P23.
Open Space and Recreation Zones General Rural Zone	2. Activity Status: **Restricted Discretionary** Where: a. Compliance with the requirements of SUB-R15.1.a is not achieved; and b. Compliance is achieved with the following standards: i. SUB-S6; and ii. SUB-S7. Matters of discretion are: 1. The matters in ~~PA-P1~~ PA-P2, SUB-P9 and SUB-P23.
All Zones	3. Activity status: **Discretionary** Where: a. The subdivision is not a controlled activity under SUB-R15.1 or a restricted discretionary activity under SUB-R15.2.
SUB-R16	**Subdivision of land within the coastal environment within coastal margins or riparian margins**
Port Zone Airport Zone Stadium Zone Waterfront Zone City Centre Zone	1. Activity status: **Controlled** Where: a. The subdivision is located in the Port Zone, Airport Zone, Stadium Zone, Waterfront Zone or City Centre Zone Matters of control are: 1. The effect on coastal margins and riparian margins; 2. Any measures proposed to protect the natural character values of the area, including the location and size of future building platforms; and 3. The matters in SUB-P18, SUB-P23, SUB-P25, PA-P1, PA-P2 and PA-P3.
All Other Zones	2. Activity Status: **Restricted Discretionary** Where:

	a. Compliance with the requirements of SUB-R16.1.a is not achieved; and b. A future building platform to contain a residential unit is identified for each new undeveloped allotment that: i. Complies with the underlying zone provisions for buildings; and ii. Is located outside of the coastal margin or riparian margin. Matters of discretion are: 1. The effect on coastal margin and riparian margins; 2. Any measures proposed to protect the natural character values of the area, including the location and size of future building platforms; and 3. The matters in SUB-P18, SUB-P23, SUB-P26, PA-P1, PA-P2 and PA-P3.
All Other Zones	3. Activity Status: **Discretionary** Where: a. Compliance with any of the requirements of SUB-R16.2.b is not achieved.
SUB-R17	**Subdivision of land within the coastal environment within high coastal natural character areas**
All Zones	1. Activity status: **Restricted Discretionary** Where: a. A future building platform to contain a residential unit including areas for access to the building platform are identified for each new undeveloped allotment that: i. Complies with the underlying zone provisions for buildings; and ii. Is located outside of the high coastal natural character area. Matters of discretion are: 1. The effects on the identified coastal natural character values; 2. Any measures proposed to protect the natural character values of the area, including the location and size of future building platforms; and 3. The matters in SUB-P18, SUB-P23, SUB-P24, PA-P1, PA-P2 and PA-P3.
All Zones	2. Activity status: **Non-complying** Where: a. Compliance with any of the requirements of SUB-R17.1.a is not achieved.
Natural Hazards - Fault Hazards	
SUB-R18	**Subdivision within the Shepherds Gully Fault or Terawhiti Fault Overlays**
All Zones	1. Activity status: **Controlled** Where: a. The subdivision creates any building platform. Matters of control are: 1. The matters in NH-P3 and NH-P10; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.
SUB-R19	**Subdivision within the Ohariu Fault Overlay**

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All Zones	1. Activity status: Controlled Where: a. The subdivision creates building platforms for less hazard sensitive activities. Matters of control are: 1. The matters in NH-P3; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.
All Zones	2. Activity Status: **Discretionary** Where: a. The subdivision creates building platforms for potentially hazard sensitive activities.
All Zones	3. Activity Status: **Non-Complying** Where: a. The subdivision creates building platforms for hazard sensitive activities.
SUB-R20	**Subdivision within the Wellington Fault Overlay**
All Zones Excluding the City Centre Zone and Port Zone	1. Activity status: **Controlled** Where: a. The subdivision creates building platforms for less hazard sensitive activities. Matters of control are: 1. The matters in NH-P3; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.
City Centre Zone and Port Zone as specified in rule	2. Activity status: **Restricted Discretionary** Where: a. The subdivision creates building platforms within the City Centre Zone; or b. The subdivision is for operational port activities, passenger port facilities and rail activities. Matters of discretion are: 1. The matters in SUB-P28, NH-P2, NH-P15, and NH-P16; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.
All Zones Excluding the City Centre Zone	3. Activity Status: **Discretionary** Where: a. The subdivision creates building platforms for potentially hazard sensitive activities; or b. Compliance with the requirements of SUB-R20.2.b is not achieved.
All Zones	4. Activity Status: **Non-complying**

Excluding the City Centre Zone	Where: a. The subdivision creates building platforms for hazard sensitive activities; or b. Compliance with the requirements of SUB-R20.2.b is not achieved.
Natural Hazards — Liquefaction	
SUB-R21	**Subdivision within the Liquefaction Overlay**
All Zones	1. Activity status: **Controlled** Matters of control are: 1. The matters in NH-P2; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.
Natural Hazards — Flood Hazards	
SUB-R22	**Subdivision within the inundation area of the Flood Hazard Overlay**
All Zones	1. Activity Status: **Controlled** Where: a. The subdivision creates building platforms for less hazard sensitive activities or potentially hazard sensitive activities. Matters of control are: 1. The matters in NH-P3 and NH-P6; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.
All Zones	2. Activity Status: **Restricted Discretionary** Where: a. The subdivision creates building platforms for hazard sensitive activities. Matters of discretion are: 1. The matters in NH-P6; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.
SUB-R23	**Subdivision within the overland flow path of the Flood Hazard Overlay**
All Zones	1. Activity status: **Restricted Discretionary** Where: a. The subdivision creates building platforms for less hazard sensitive activities. Matters of discretion are: 1. The matters in NH-P3; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.
All Zones	2. Activity status: **Discretionary**

	Where: a. The subdivision creates building platforms potentially hazard sensitive activities or hazard sensitive activities.
SUB-R24	**Subdivision within the stream corridor of the Flood Hazard Overlay**
All Zones	1. Activity status: **Discretionary** Where: a. The subdivision creates building platforms for less hazard sensitive activities.
All Zones	2. Activity status: **Non-Complying** Where: a. The subdivision creates building platforms for potentially hazard sensitive activities or hazard sensitive activities.
Coastal Hazards	
SUB-R25	**Subdivision within the low hazard area of the Coastal Hazard Overlays**
All Zones	1. Activity status: **Controlled** Where: a. The subdivision creates building platforms for less hazard sensitive activities or potentially hazard sensitive activities. Matters of control are: 1. The matters in CE-P13 and CE-P15; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. The subdivision creates building platforms for hazard sensitive activities. Matters of discretion are: 1. The matters in CE-P16; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.
SUB-R26	**Subdivision within the medium hazard areas of the Coastal Hazard Overlays**
All Zones excluding the City Centre Zone, Port Zone and Airport Zone	1. Activity status: **Controlled** Where: a. The subdivision creates building platforms for less hazard sensitive activities. Matters of control are: 1. The matters in CE-P13; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.

All Zones excluding the City Centre Zone, Port Zone and Airport Zone	2. Activity status: **Restricted Discretionary** Where: a. The subdivision creates building platforms for potentially hazard sensitive activities. Matters of discretion are: 1. The matters in CE-P17; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.
City Centre Zone, Port Zone and Airport Zone as specified in the rule	3. Activity status: **Restricted Discretionary** Where: a. The subdivision creates building platforms within the City Centre Zone; or b. The subdivision is for Airport purposes, operational port activities, passenger port facilities and rail activities. Matters of discretion are: 1. The matters in CE-P20, CE-P21, CE-P22 and CE-P23; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.
All Zones	4. Activity status: **Discretionary** Where: a. The subdivision creates building platforms for hazard sensitive activities; or b. Compliance with the requirements of SUB-R26.3.b is not achieved.
SUB-R27	**Subdivision within the high hazard areas of the Coastal Hazard Overlays**
All Zones excluding the City Centre Zone, Port Zone and Airport Zone	1. Activity status: **Controlled** Where: a. The subdivision creates building platforms for less hazard sensitive activities. Matters of control are: 1. The matters in CE-P13; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.
City Centre Zone, Port Zone and Airport Zone as specified in rule	2. Activity status: **Restricted Discretionary** Where: a. The subdivision creates building platforms within the City Centre Zone; or b. The subdivision is for Airport purposes, operational port activities, passenger port facilities and rail activities. Matters of discretion are: 1. The matters in CE-P12, CE-P19, CE-P20, CE-P21, CE-P22 and CE-P23; and 2. Site access and the design of any vehicle parking and associated manoeuvering areas proposed.

All Zones excluding City Centre Zone	3. Activity status: **Non-complying** Where: a. The subdivision creates building platforms for potentially hazard sensitive activities or hazard sensitive activities; or b. Compliance with the requirements of SUB-R27.2.b is not ~~cannot be~~ achieved.
Other overlays	
SUB-R28	**Subdivision in the National Grid subdivision corridor**
All Zones	1. Activity status: **Restricted Discretionary** Where: a. All resulting allotments, except allotments for access or a public work, demonstrate that they are able to accommodate a building footprint for the principal building and any residential unit or sensitive activity outside of the National Grid yard; and b. Vehicle access to National Grid assets is maintained. Matters of discretion are: 1. The extent to which the subdivision allows for earthworks, buildings and structures to comply with the safe distance requirements of the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) ISSN01140663; 2. The provision for the on-going efficient operation, maintenance, development and upgrade of the National Grid, including the ability for continued reasonable access to existing transmission lines and support structures for maintenance, inspections and upgrading; 3. The extent to which potential adverse effects (including visual and reverse sensitivity effects) are mitigated through the location of building platforms; 4. The extent to which the design and construction of the subdivision allows for activities to be setback from the National Grid to ensure adverse effects on, and from, the National Grid and on public safety and property are appropriately avoided, remedied or mitigated, for example, through the location of roads and reserves under the transmission lines; 5. The nature and location of any proposed vegetation to be planted in the vicinity of the National Grid, and how such landscaping will impact on the operation, maintenance, upgrade and development (including access) of the National Grid; 6. The outcome of any consultation with Transpower; 7. The extent to which the design and layout of the subdivision demonstrates that a suitable building platform or platforms for a principal building or residential unit can be located outside of the National Grid Yard for each new allotment; and 8. The risk of electrical hazards affecting public or individual safety, and the risk of property damage. Notification status: Applications under this rule are precluded from being publicly notified. Notice of any application for resource consent under this rule must be served on Transpower New Zealand Limited in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003.
All Zones	2. Activity status: **Non-complying** Where: a. Compliance with any of the requirements of SUB-R28.1 is not achieved.

SUB-R29	**Subdivision of land within the Gas Transmission Pipeline corridor and/or within 30m of any above-ground station site forming part of the Gas Transmission Network**
All Zones, except: Residential Zones	1. Activity status: **Restricted Discretionary** Where: a. The subdivision will not result in any building(s) (or any part of any building) or sensitive activities being located within the gas transmission pipeline corridor and/or within 30m of above ground related infrastructure; b. New allotment boundaries are outside of, and do not cross, the gas transmission pipeline corridor; c. The layout of allotments, including the balance area, and any associated earthworks, maintains physical and practical access to the gas transmission pipeline; and d. The subdivision is not located in any Residential Zone. Matters of discretion are: 1. The extent to which the subdivision allows for the ongoing efficient operation, maintenance and upgrading of the gas transmission pipeline, including the ability for continued reasonable access for inspections, maintenance and upgrading; 2. The location of any future building platform as it relates to the gas transmission pipeline; 3. The risk of hazards affecting public or individual safety, and the risk of property damage; 4. The extent to which the subdivision design allows for activities to be setback from the gas transmission network; 5. The nature and location of any vegetation to be planted in the vicinity of the gas transmission network; and 6. The outcome of any consultation with the owner and operator of the gas transmission pipeline. Notification status: Applications under this rule are precluded from being publicly notified. Notice of any application for resource consent under this rule must be served on the owner and operator of the Gas Transmission Pipeline in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003.
Residential Zones	2. Activity status: **Discretionary** Where: a. Compliance with the requirements of SUB-R29.1.d is not achieved.
SUB-R30	**Subdivision within the Inner Air Noise Overlay**
All Zones	1. Activity status: **Discretionary** Notification status: For a resource consent application made in respect of Rule SUB-R30, WIAL must be considered to be an affected person in accordance with Section 95E of the RMA.
Other subdivision	
SUB-R31	**Any other subdivision**
All Zones	1. Activity status: **Discretionary** Where:

	a. The subdivision is not otherwise provided for as a permitted activity, controlled activity, restricted discretionary activity, or non-complying activity.

Standards

SUB-S1	Access
Every allotment must have practical, physical and legal access directly to a formed legal road or by way of a registered right-of-way.	Assessment criteria where the standard is infringed: 1. Whether the safe, efficient and effective functioning of the transport network is maintained; 2. Whether any alternative access arrangement is located, formed and constructed in a manner that is suited to the development or activity it serves; and 3. Whether the topography, size or shape of the site or the location of any natural or built feature(s) on the site or other requirements such as easements, rights-of-way or restrictive covenants impose constraints that make compliance impracticable.

SUB-S2	Water supply
1. Where a connection to ~~Council's~~ the public reticulated water supply ~~systems~~ network is available, all new ~~vacant freehold~~ allotments ~~and residential units~~ must: a. For new vacant allotments, ~~B~~be provided with a water supply connection ~~at the allotment boundary, that~~ to the public main ~~provides the level of service in Chapter 6, Tables 6.1 and 6.2 of the Wellington Water Regional Standard for Water Services v3.0 December 2021~~ that meets the requirements in Section 3 – Water Supply of APP17 – Three Waters Connections; b. For new allotments around existing buildings with an existing water supply, each lot must have a connection to the public reticulated water supply network that: i. can be independently isolated using an individual water service valve (toby); ii. has no leak or overflows; iii. has no incorrect connections to other three water networks. ~~b.~~c. Comply with water supply requirements in the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008~~; and~~ ~~2. Where a connection to Council's reticulated water supply systems is not available, all allotments must:~~ ~~a. Be provided with access to a self-sufficient potable water supply with a minimum volume of 10,000L; and~~ ~~b. Comply with the water supply requirements of the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008.~~	Assessment criteria where the standard is infringed: 1. The extent to which the proposed water supply is sufficient for the development or activity it serves; 2. The suitability of the proposed water supply for fire-fighting purposes, including effects on peoples' health and safety, and on property; 3. Where ~~Council's~~ the public reticulated water supply network system is not immediately available but is likely to be in the near future, the appropriateness of temporary systems; and 4. Whether any site constraints make compliance impracticable.

SUB-S3	Wastewater disposal
1. Where a connection to ~~Council's~~ the public reticulated wastewater ~~systems~~network is available, all new ~~vacant~~ ~~freehold~~ allotments ~~and residential units~~ must: a. For new vacant allotments, be provided with a connection to the public main ~~at the allotment boundary that provides the level of service in Chapter 5, section 5.2.3 of the Wellington Water Regional Standard for Water Services v3.0 December 2021~~ that meets the requirements in Section 2 – Wastewater of APP17 – Three Waters Connections; b. For new allotments around existing buildings, all buildings with internal plumbing have a functional connection to the public reticulated wastewater network that has no wastewater leak, overflows or incorrect connections to other networks. 2. Where a connection to ~~Council's~~ the public reticulated wastewater ~~systems~~ network is not available, all allotments must ~~be provided with on-site wastewater systems or an approved alternative means to dispose of sewage in a sanitary manner within the net site area of the allotment in accordance with Section 5.2.6 of the Wellington Water Regional Standard for Water Services v3.0 December 2021~~ have an area identified within the allotment for wastewater treatment and disposal sufficient to meet Wellington Regional Plan standards for on-site domestic wastewater; and 3. ~~Where a connection to Council's reticulated wastewater systems is not available and sewage is to be disposed to ground, that~~ An area identified in 3. above must not be subject to instability or inundation or used for the disposal of stormwater.	Assessment criteria where the standard is infringed: 1. The extent to which the proposed wastewater disposal solution is sufficient for the development or activity it serves; 2. The extent to which the proposed wastewater disposal solution will result in adverse effects on peoples' health and safety; 3. Whether the proposed wastewater disposal ~~solution~~ connection or on-site area may result in contamination of groundwater or stormwater, including as a result of wet weather overflows; 4. Whether non-reticulated wastewater, or wastewater reticulated through a localised network, can be treated and disposed safely in accordance with Wellington Regional Plan standards; 5. Design and effectiveness of any alternative solution; 6. Ownership, maintenance and operation arrangements for any alternative solution; ~~4.~~7. Where ~~Council's~~ the public reticulated water supply network~~system~~ is not immediately available but is likely to be in the near future, the appropriateness of temporary systems; and ~~5.~~8. Whether any site constraints make compliance impracticable.
SUB-S4	**Stormwater management**
1. All subdivisions creating vacant allotments must achieve hydraulic neutrality; ~~and~~ 2. Where stormwater flows into the public ~~a connection to Council's~~ stormwater management network ~~systems is available~~, all new vacant ~~freehold~~ allotments ~~and residential units~~ must be provided with a connection ~~at the allotment boundary, that provides the level of service in Chapter 4 Stormwater Table 4.1, Table 4.2 and 4.3 of the Wellington Water Regional Standard for Water Services v3.0 December 2021~~ that meets the requirements in	Assessment criteria where the standard is infringed: 1. The extent to which the proposed stormwater management solution is sufficient for the development or activity it serves; 2. The extent to which the proposed stormwater management solution results in adverse effects on peoples' health and safety; 3. Whether the proposed stormwater management solution, including any existing inundation area used for stormwater disposal, does not have a more than minor increase in natural hazard risk to people and property, and does not reduce ~~results in adverse flooding~~

Section 1 – Stormwater of APP17 – Three Waters Connections. 3. Where ~~a connection to Council's stormwater systems is not available and the means of stormwater disposal is to ground~~ onsite stormwater management is not connected to the public stormwater management network: a. Any disposal of stormwater to ground~~, that area~~ must not be: i. subject to instability; ii. an existing natural hazard inundation area; or iii. ~~be~~ used for the disposal of wastewater. b. It must not cause an increase in inundation on land outside the subdivision; and c. The stormwater discharge to land or to water is allowed by a national environmental standard or other regulations, a regional plan rule, or a regional plan resource consent.	~~effects on other property, including on the~~ effective function of ~~Council's~~ the public reticulated stormwater management network; 4. Where ~~Council's~~ the public reticulated stormwater management network~~system~~ is not immediately available but is likely to be in the near future, the appropriateness of temporary systems; and 5. Whether any site constraints make compliance impracticable.
SUB-S5	**~~Telecommunications and p~~Power supply**
~~1. All new allotments must have provision for fibre optic cable connections to the legal boundary of the allotments; and~~ ~~2.~~ 1. All new allotments must have provision for electricity connections to the legal boundary of the allotments.	Assessment criteria where the standard is infringed: 1. The extent to which the proposed ~~telecommunications and~~ power supply is sufficient for the development or activity it serves; 2. Where any ~~reticulated telecommunications and~~ power supply system is not immediately available but is likely to be in the near future, the appropriateness of temporary supply solutions; and 3. Whether any site constraints make compliance impracticable.
SUB-S5a	**Telecommunications**
Large Lot Residential Zone **General Rural Zone** **Natural Open Space Zone** **Open Space Zone** **Wellington Town Belt Zone** 1. All new allotments must have provision for fibre optic cable connection to the legal boundary of the allotments; or 2. Provided fibre optic cable connection is not available; a. Access to a mobile or wireless network, including a satellite network, if connection to such a network is available; or b. A copper VDSL network as a minimum if no broadband mobile or wireless networks are available. **All other zones**	Assessment criteria where the standard is infringed: 1. The extent to which the proposed telecommunications is sufficient for the development or activity it serves; 2. Where any reticulated telecommunications system is not immediately available but is likely to be in the near future, the appropriateness of temporary supply solutions; and 3. Whether any site constraints make compliance impracticable.

1. All new allotments must have provision for fibre optic connection to the legal boundary of the allotments. Except in the Natural Open Space Zone, Open Space Zone and Wellington Town Belt Zone where there is no fibre optic connection available and is not required for the purpose of the site.	

SUB-S6	Number, size and shape of allotments

The following maximum allotment number and minimum size and shape limits must be complied with for any fee simple subdivision:

Standard	Limit
Large Lot Residential Zone	
1. Minimum size of any allotment following subdivision:	3,500m^2
General Rural Zone	
2. Maximum number of allotments following subdivision	2
3. Minimum size of allotment that may be subdivided a. In the Horokiwi Area; b. In all other areas	 nil 30ha
4. Minimum size of any allotment following subdivision: a. In the Horokiwi Area; b. In all other areas	 50ha nil
Upper Stebbings and Glenside West Development Area	
5. Minimum allotment size and shape	Capable of providing a building platform within the 'built' area
All other Zones	
6. Maximum number	nil

Assessment criteria where the standard is infringed:

1. The extent to which development is compatible with the anticipated zone purpose, form and function and local site context;
2. Whether the size, shape and other physical characteristics of resulting allotments will enable feasible future development of a nature and scale that is generally anticipated by the relevant Zone provisions;
3. The extent to which any adverse effects on privacy or sunlight access for neighbours can be managed by allotment size, shape, orientation and topography or by landscaping, restrictions on future buildings or other mitigation;
4. The extent to which clustering of smaller allotments and associated buildings in the General Rural Zone is appropriate to the local rural character and the overall maintenance of spaciousness, compared to a more dispersed development pattern; and
5. The effectiveness of any legal or instruments proposed to limit future intensification.

of allotments		
7. Minimum allotment size and shape	nil	

SUB-S7	Esplanade reserves and esplanade strips	
1. Where any subdivision creates any allotment adjoining the CMA, an esplanade reserve or esplanade strip with a minimum width of 20m must be provided; 2. Where any subdivision creates any allotment which adjoins or contains a river whose bed has an average width of 3m or more where the river adjoins or flow through the allotment, an esplanade reserve or esplanade strip with a minimum width of 20m must be provided in accordance with section 230 of the RMA; and 3. Standards SUB-S7.1 and SUB-S7.2 do not apply to the creation of any allotments in the Port Zone or the Airport Zone.		Assessment criteria where the standard is infringed: 1. The extent to which the land will maintain or enhance the ecological values and natural character, landscape, historic heritage and natural function of the adjacent surface waterbody or area of coast; 2. Whether safe public access, recreational use, and natural hazard management are: a. Already available and can be maintained for the future; or b. Not achieved irrespective of any reserve or strip being provided due to functional needs, operational needs, physical characteristics of the land, or other practical constraints; 3. The extent to which an esplanade strip would better provide for public access, recreation, natural hazard management, and ecological values compared to an esplanade reserve; and 4. Whether any reduction in width is offset by an increase in width in other locations which would result in a net positive public benefit, in terms of public access, recreation, or natural hazard management.

Unless identified as subject to appeal, provisions in this chapter are operative as of 14 July 2025.

Ngā Mahi Apu Whenua

Earthworks

EW	Earthworks

Introduction

The purpose of the Earthworks Chapter is to provide for the sustainable management of earthworks.

Earthworks are essential to the development of the City. They create level and managed gradients for buildings, roads, paths, parking areas, recreation facilities and the installation of services. They are integral to the construction and development process. Associated structures provide for the retention of land and the management of landslips.

The undertaking of earthworks and construction of associated structures can have adverse short or long-term effects on the environment if poorly designed or managed, or if undertaken in inappropriate areas. These effects may include:

1. Increasing risks to the sites where earthworks are undertaken and to neighbouring properties from natural hazards, including landslips induced by earthquakes and increased rainfall intensities arising from climate change;
2. Slope destabilisation;
3. Accelerating erosion of land, sedimentation of water bodies and their margins, with resulting impacts on water quality and ecological, cultural and recreational values;
4. Impacting the amenity enjoyed by people or damaging other properties as a result of the inappropriate management of earth, sediment or dust;
5. Impacting visual amenity due to the scale and appearance of earthworks; and
6. Impacting the safety of the roading network from the associated transport of materials.

To a large extent, these effects can be addressed through careful design and management of physical works. The provisions of this Chapter provide the basis for addressing the above effects.

Responsibilities

GWRC has a key role under the RMA in conserving soil, maintaining and enhancing water quality and aquatic ecosystems and avoiding or mitigating natural hazards. In practice, this means that:

1. Both the Council and GWRC have functions and responsibilities for the control of earthworks;
2. The Council focuses on:
    a. Managing issues associated with instability, visual amenity, dust nuisance and road safety for all earthworks; and
    b. Addressing erosion and sediment effects associated with smaller earthworks (being those up to and including areas 3,000m^2 in size); while
3. GWRC manages erosion and sediment effects on larger sites, above that 3,000m^2 threshold, and earthworks on all sites in proximity to water bodies, among other matters.
4. GWRC also manages disturbance activities in the beds of rivers and lakes.

In accordance with the Heritage New Zealand Pouhere Taonga Act 2014, where an archaeological site is recorded or discovered, an authority from Heritage New Zealand is required if the site is to be

modified in any way.

Heritage New Zealand Pouhere Taonga is responsible for issuing any archaeological authority for any earthworks that may affect an archaeological site (refer to APP1 — Historic Heritage Advice Notes for more information on the archaeological authority process and Accidental Discovery Protocol).

Resource Management (National Environmental Standards for Freshwater) Regulations 2020 manage earthworks within 10 metres of natural wetlands. As such, Council has decided not to duplicate provisions for these activities and they are not managed through this chapter.

The resource consent requirements for the removal or replacement of underground fuel storage tanks also falls under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.

Application of rules in this Chapter

This chapter includes objectives, policies and rules that relate to earthworks generally. It also includes policies and rules that implement objectives in other chapters, specifically as they relate to the management of earthworks.

EW-R1 to EW-R3 and EW-R17 apply to earthworks activities to the extent expressed within the rule concerned without the need to refer to any other rules.

EW-R4 applies to all earthwork activities (with the exception of earthworks activities catered for solely by EW-R1, EW-R2, EW-R3 or EW-R17).

EW-R5 to EW-R16 and EW-R18 to EW-R20 apply to earthworks activities in the particular locations and circumstances described in the rule concerned.

EW-R20 applies with respect to structures used to retain or stabilise landslips. Other earthworks rules may also apply, depending on the nature and scope of any broader project that the construction of such structures may form a part. The one exception to this is where the structures concerned are associated with the operation, maintenance or repair of existing roads, in which case they are exempt from EW-R20 and subject instead to INF-R1.

In addition to the general earthworks requirements set out in EW-R4, EW-R5 to EW-R16 and EW-R18 to EW-R20 apply to earthworks activities in the particular locations and circumstances described in the rule concerned.

The provisions of this Chapter do not apply to quarrying activities provided for in the Quarry Zone.

The provisions of this Chapter do not apply in relation to activities provided for in the Infrastructure Chapter, unless specifically stated in the rule or standard concerned.

The provisions of this chapter only apply in relation to activities provided for in the Airport Zone, to the extent specified in EW-R17 and EW-S14.

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance, including:

- **Transport** - The Transport Chapter contains provisions relating to transport matters.
- **Subdivision** - The Subdivision Chapter contains provisions which manage subdivision of land.
- **Infrastructure** - the Infrastructure chapter contains policies relating to certain types of earthworks within the National Grid Yard and Gas Transmission Pipeline Corridor, and includes policies and standards regarding earthworks associated with infrastructure.

- **Infrastructure — Coastal Environment** — the Infrastructure Coastal Environment chapter includes policies regarding earthworks for infrastructure in the coastal environment
- **Infrastructure — Ecosystems and Biodiversity** — the Infrastructure Ecosystems and Biodiversity chapter includes policies and standards regarding earthworks for infrastructure in significant natural areas.
- **Infrastructure — Natural Features and Landscapes** — the Infrastructure Natural Features and Landscapes chapter includes policies, rules and standards regarding earthworks for infrastructure in Special Amenity Landscapes, outstanding natural features and landscapes, and identified ridgelines and hilltops.
- **Infrastructure — Other Overlays** — the Infrastructure Other Overlays chapter includes a rule regarding earthworks for upgrading of existing underground infrastructure in other overlays.
- **Renewable Electricity Generation** — the renewable electricity generation chapter includes, policies, rules and standards relating to earthworks.
- **Historic Heritage** — The Historic Heritage Chapter manages the adverse effects of modifications, including earthworks within the extent of scheduled archaeological sites identified in SCHED4.
- **Sites and Areas of Significance to Māori** — The Sites and Areas of Significance Chapter contains specific provisions relating to modification of features integral to a Category A or B site or area of significance to Māori identified in SCHED7.
- **Noise** — the Noise chapter contains a rule and a standard in relation to noise from earthworks

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives

EW-O1	**Management of earthworks** Earthworks are undertaken in a manner that: 1. Is consistent with the anticipated scale and form of development in the relevant zone; 2. Minimises adverse effects on visual amenity values, including changes to natural landforms; 3. Minimises erosion and sediment effects beyond the site; 4. Minimises risks associated with slope instability; and 5. Protects the safety of people and property.

Policies

EW-P1	**Co-ordination and integration with development and subdivision** Provide for the efficient integration of earthworks and associated subdivision and development by: 1. Encouraging joint applications for land use and subdivision; and 2. Ensuring earthworks proposals provide finished landforms that can be feasibly developed or are fit for the future intended purpose.
EW-P2	**Provision for minor earthworks** Enable the efficient use and development of land by providing for earthworks and associated structures where: 1. The risk associated with instability is minimised; 2. Erosion, dust and sedimentation effects on land and water bodies will be minimal; and 3. Effects on visual amenity would be insignificant.
EW-P3	**Maintaining stability** Require earthworks to be designed and carried out in a manner that maintains slope stability and minimises the risk of slope failure associated with natural hazards and adverse effects arising from climate change.

EW-P4	**Erosion, dust and sediment control** Require earthworks to adopt effective measures to manage the potential for: 1. Erosion, and the movement of sediment beyond the site, and in particular into surface water, where proposals for earthworks no greater than 3,000m^2 in area are concerned; and 2. The movement of dust beyond the site, where all proposals for earthworks are concerned.
EW-P5	**Effects on earthworks on landform and visual amenity** Require earthworks and associated structures, including structures used to retain or stabilise landslips, to be designed and constructed to minimise adverse effects on natural landforms and visual amenity and where located within identified ridgelines and hilltops ensure the effects are mitigated or remedied.
EW-P6	**Earthworks and the transport network** Require any transport of earth and cleanfill material to and from any site to be undertaken in a way that minimises adverse effects on surrounding amenity and the safety of the transport network.
EW-P7	**Earthworks on the site of heritage buildings and heritage structures, and within heritage areas** Manage earthworks within sites occupied by heritage buildings and heritage structures, and within heritage areas, having regard to: 1. The identified heritage values of the heritage building, heritage structure or heritage area; 2. The extent to which the earthworks would detract from those identified values and setting; and 3. Whether the earthworks can be achieved without altering the significance of the heritage building, heritage structure or heritage area.
EW-P8	**Earthworks within the root protection area of notable trees** Require earthworks to be located outside of the root protection area of notable trees unless the earthworks will not compromise: 1. The long-term health of the scheduled notable tree; and 2. The values of the notable tree.
EW-P9	**Minor earthworks within significant natural areas** Enable earthworks within Significant Natural Areas identified within SCHED8 where they are of a minor scale and nature that maintains the identified biodiversity values.
EW-P10	**Earthworks within significant natural areas** Only allow for earthworks of a more than minor scale within Significant Natural Areas only where it can be demonstrated that any adverse effects on indigenous biodiversity values are addressed in accordance with ECO-P1 and the matters in ECO-P3 and ECO-P5.
EW-P11	**Earthworks within High Coastal Natural Character Areas within the coastal environment** Only allow for earthworks within High Coastal Natural Character Areas where: 1. They are of a scale and for a purpose that is compatible with the identified values described in SCHED12, including restoration and conservation

		activities; 2. They are undertaken in a manner that avoids significant adverse effects and avoids, remedies or mitigates any other adverse effects on the identified values of the High Coastal Natural Character Areas described in SCHED12; 3. There is a functional need or operational need for the earthworks to be undertaken within a High Coastal Natural Character Area; and 4. They incorporate measures to restore and rehabilitate disturbed areas.
Subject to appeal P1 Sch1 Have regard	EW-P12	**Earthworks within coastal margins and riparian margins within the coastal environment inside the Port Zone, Airport Zone, Stadium Zone, Waterfront Zone or City Centre Zone** Provide for earthworks within coastal margins and riparian margins within the coastal environment where located inside the Port Zone, Airport Zone, Stadium Zone, Waterfront Zone or City Centre Zone where: 1. They are of a scale and for a purpose that is compatible with the natural character of the coastal or riparian margin concerned; 2. They are undertaken in a manner that avoids significant adverse effects and avoids, remedies or mitigates any other adverse effects on the natural character of the coastal environment and the affected margins; 3. There is a functional need or operational need for the earthworks to be undertaken within a coastal or riparian margin; 4. They would not significantly increase the flooding risk, when compared to the existing situation, including by compromising the effectiveness of community scale natural hazard mitigation structures; and 5. They incorporate measures to restore and rehabilitate disturbed areas.
	EW-P13	**Earthworks within coastal margins and riparian margins within the coastal environment outside of the Port Zone, Airport Zone, Stadium Zone, Waterfront Zone or the City Centre Zone** Only allow for earthworks within coastal and riparian margins in the coastal environment located outside of the Port Zone, Airport Zone, Stadium Zone, Waterfront Zone or the City Centre Zone where: 1. They are of a scale and for a purpose that is compatible with the natural character of the coastal or riparian margin concerned; 2. They are undertaken in a manner that avoids significant adverse effects and avoids, remedies or mitigates any other adverse effects on the natural character of the coastal environment and the affected margins; 3. There is a functional need or operational need for the earthworks to be undertaken within a coastal or riparian margin; 4. They would not significantly increase the flooding risk, when compared to the existing situation, including by compromising the effectiveness of community scale natural hazard mitigation structures; and 5. They incorporate measures to restore and rehabilitate disturbed areas.
	EW-P14	**Earthworks within riparian margins outside of the coastal environment** Only allow earthworks within riparian margins outside of the coastal environment where: 1. They are of a scale that maintains the natural character of the riparian margin concerned; 2. There is a functional need or operational need for the earthworks to be

	undertaken within a riparian margin; 3. They would not significantly increase the flooding risk, when compared to the existing situation, including by compromising the effectiveness of community scale natural hazard mitigation structures; and 4. They incorporate measures to restore and rehabilitate disturbed areas.
EW-P15	**Earthworks within special amenity landscapes** Manage earthworks within identified special amenity landscapes as follows: 1. Provide for earthworks within special amenity landscapes outside the coastal environment only where: a. They maintain the identified values of the special amenity landscape; and b. They are undertaken in a way that avoids, remedies or mitigates any adverse effects on the identified values of the special amenity landscape. 2. Provide for earthworks within special amenity landscapes within the coastal environment only where: a. They maintain the identified values of the special amenity landscape; and b. They are undertaken in a way that avoids any significant adverse effects and avoids, remedies or mitigates any other adverse effects on the identified values of the special amenity landscape. 3. Require earthworks within special amenity landscapes to incorporate measures that: a. Restore or rehabilitate disturbed areas; b. Minimise changes to the landform; and c. Recognise and provide for Tangata Whenua cultural and spiritual values and practices.
EW-P16	**Earthworks within outstanding natural features and landscapes** Manage earthworks within identified outstanding natural features and landscapes as follows: 1. Only allow for earthworks within outstanding natural features and landscapes outside the coastal environment where: a. They are of a scale that protects the identified values of the outstanding natural features and landscapes; and b. They are undertaken in a way that avoids any significant adverse effects and avoids, remedies or mitigates any other adverse effects on the identified values of the outstanding natural features and landscapes. 2. Avoid earthworks within outstanding natural features and landscapes within the coastal environment unless: a. They are of a scale that protects with the identified values of the outstanding natural features and landscapes; and b. They are undertaken in a way that avoids any adverse effects on the identified values of the outstanding natural features and landscapes. 3. Require earthworks within outstanding natural landscapes to incorporate measures that: a. Restore or rehabilitate disturbed areas; b. Minimise changes to the landform; and c. Recognise and provide for Tangata Whenua cultural and spiritual values and practices.
EW-P17	**Earthworks within Flood Hazard Overlays** Provide for earthworks in Flood Hazard Overlays only where: 1. They would not significantly increase the flooding risk, when compared to the existing situation, to the site or neighbouring properties through the

	displacement of flood waters; and 2. The ability to convey flood waters along overland flowpaths or stream corridors is not impeded as a result of the earthworks.
EW-P18	**Earthworks associated with natural hazard mitigation works** Enable earthworks associated with natural hazard mitigation works where: 1. They provide a natural hazard risk reduction benefit at a community scale; 2. They are part of a planned natural hazard mitigation works programme by Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited, or Wellington International Airport Limited or a nominated contractor or agent and will be maintained by one or more of these parties at the completion of the works; 3. They do not result in an increase in natural hazard risk to any other property; 4. They are constructed in accordance with approved engineering practices; and 5. There is a maintenance programme for the natural hazard mitigation works to ensure their on-going effectiveness.
EW-P19	**Earthworks associated with soft engineering natural hazard mitigation works** Enable earthworks associated with soft engineering natural hazard mitigation works where: 1. They provide a natural hazard risk reduction benefit to either individual or a collective group of properties or infrastructure; 2. They are undertaken by Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited, or Wellington International Airport Limited or a nominated contractor or agent; 3. They do not result in an increase in natural hazard risk to any other property; and 4. There is a maintenance programme for the soft engineering natural hazard mitigation works to ensure their on-going effectiveness.
EW-P20	**Earthworks in development areas** Enable earthworks associated with the development of the Lincolnshire Farm and Upper Stebbings Glenside West Development Areas where the design of those earthworks: 1. Is generally in accordance with the Development Plan in the Planning Maps and with the requirements set out in Appendix 12 and Appendix 13, respectively; 2. Provides for water sensitive urban design; 3. Provides for long-term access to intended open space areas; 4. Incorporates functional overland flowpaths, stream corridors and ponding areas that are capable of conveying flood waters in a manner that minimises risk to existing and new residential properties downstream; and 5. Protects ridgetop areas from inappropriate earthworks.
Rules: Land use activities	
EW-R1	**Earthworks for the purposes of piling, trenching, maintaining sports fields, undertaking geotechnical investigations and grave digging, the replacement or removal of underground petroleum storage systems**
All Zones	1. Activity status: **Permitted** Where: a. Compliance with the following standards is achieved: i. EW-S5; and ii. EW-S6.
All Zones	2. Activity status: **Restricted Discretionary**

		Where: a. Compliance with any of the requirements of EW-R1.1 is not achieved. Matters of discretion are: 1. The matters in EW-P4; and 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standards. Notification Status: an application for resource consent made in respect of rule EW-R1.2 is precluded from being publicly or limited notified.
EW-R2		**Earthworks for the purposes of constructing and maintaining tracks associated with permitted rural activities and conservation activities in the General Rural Zone**
	General Rural Zone	1. Activity status: **Permitted** Where: a. Compliance is achieved with EW-S8.
	General Rural Zone	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of EW-R2.1 is not achieved. Matters of discretion are: 1. The matters in EW-P3, EW-P4 and EW-P5; and 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standards. Notification Status: an application for resource consent made in respect of rule EW-R2.2 is precluded from being publicly notified.
EW-R3		**Earthworks for the purposes of constructing and maintaining public walking or cycling tracks in Open Space and Recreation Zones**
	Open Space and Recreation Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with EW-S9.
	Open Space and Recreation Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of EW-R3.1.a is not achieved. Matters of discretion are: 1. The matters in EW-P3, EW-P4 and EW-P5; and 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standards. Notification Status: an application for resource consent made in respect of rule EW-

	R3.2 is precluded from being publicly or limited notified.
EW-R4	**General earthworks**
All Zones	1. Activity status: **Permitted** Where: a. Compliance with the following standards is achieved: i. EW-S1; ii. EW-S2; iii. EW-S3; iv. EW-S4; v. EW-S5; and vi. EW-S6.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of EW-R4.1 is not achieved. Matters of discretion are: 1. The matters in EW-P1; 2. The matters in EW-P20, where relevant; 3. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standards; 4. For applications under this rule which arise from non-compliance with EW-R4.1.a.i: a. The matters in EW-P3, EW-P4 and EW-P5; 5. For applications under this rule which arise from non-compliance with EW-R4.1.aii: a. The matters in EW-P3, EW-P4 and EW-P5; 6. For applications under this rule which arise from non-compliance with EW-R4.1.aiii: a. The matters in EW-P3 and EW-P4; 7. For applications under this rule which arise from non-compliance with EW-R4.1.iv: a. The matters in EW-P6; 8. For applications under this rule which arise from non-compliance with EW-R4.1.v: a. The matters in EW-P4; 9. For applications under this rule which arise from non-compliance with EW-R4.1.vi: a. The matters in EW-P4. Notification Status: Applications under this rule which result from non-compliance with EW-R4.1.a.i and EW-R4.1.a.iii-vi are precluded from being publicly or limited notified. Applications under this rule that result from non-compliance with EW-R4.1.a.ii are precluded from being publicly notified.
EW-R5	**Earthworks on the site of scheduled heritage buildings and structures, and within heritage areas**
All Zones	1. Activity status: **Permitted** Where:

		a. compliance is achieved with EW-S10.
	All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of EW-R5.1 is not achieved. Matters of discretion are: 1. The matters in EW-P7; and 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standards.
EW-R6		**Earthworks within the root protection area of notable trees**
	All Zones	1. Activity status: **Discretionary**
EW-R7		**Earthworks within Sites and Areas of Significance Category A and Category B**
	All Zones	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in SASM-P5; and 2. The outcome of consultation with mana whenua.
Subject to appeal P1 Sch1 Legal effect	**EW-R8**	**Earthworks within a significant natural area**
	All Zones	1. Activity status: **Permitted** Where: a. The earthworks: i. Do not involve the removal of any indigenous vegetation or habitat of indigenous fauna; or ii. Are associated with permitted activities provided for in ECO-R1.1, ECO-R1.2, ECO-R2.1 or ECO-R3.1.
	All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of EW-R8.1 is not achieved; and b. The significant natural area does not contain any matters identified in Policy 11(a) of the New Zealand Coastal Policy Statement 2010 where located within the coastal environment. Matters of discretion are: 1. The matters in EW-P10.
	All Zones	3. Activity status: **Non-complying** Where: a. The Significant Natural Area includes matters identified in Policy 11(a) of the New Zealand Coastal Policy Statement 2010 where located within the Coastal Environment.

		Section 88 requirements: Applications for activities within an identified significant natural area must provide, in addition to the standard information requirements, an ecological assessment in accordance with APP15: 1. Identifying the indigenous biodiversity values and potential impacts from the proposal; and 2. Demonstrating that ECO-P5 has first been met, and the effects management hierarchy at ECO-P2 has been applied to other adverse effects.
EW-R9		**Earthworks within riparian margins (outside the coastal environment)**
	All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with EW-S12.
	All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of W-R9.1 is not achieved. Matters of discretion are: 1. The matters in EW-P14 and NATC-P1; and 2. The matters in PA-P1, PA-P2 and PA-P3.
EW-R10		**Earthworks within High Coastal Natural Character Areas within the coastal environment**
	All Zones	1. Activity status: **Restricted Discretionary** Where: a. Compliance is achieved with EW-S11 Matters of discretion are: 1. The matters in EW-P11 and CE-P4; and 2. The matters in PA-P1, PA-P2 and PA-P3.
	All Zones	2. Activity status: **Discretionary** Where: a. Compliance with any of the requirements of EW-R10.1 is not achieved.
Subject to appeal P1 Sch1 Legal effect	**EW-R11**	**Earthworks within coastal or riparian margins within the coastal environment**

Port Zone City Centre Zone Stadium Zone Waterfront Zone	1. Activity status: **Permitted** Where: a. Compliance is achieved with EW-R6.
Port Zone Stadium Zone Waterfront Zone City Centre Zone	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of EW-R11.1 is not achieved. Matters of discretion are: 1. The matters in EW-P13 and CE-P5; and 2. The matters in PA-P1, PA-P2 and PA-P3.
All Zones (except for Port Zone Stadium Zone Waterfront Zone City Centre Zone)	3. Activity status: **Restricted Discretionary** Where: a. Compliance is achieved with EW-S12. Matters of discretion are: 1. The matters in EW-P13 and CE-P6; and 2. The matters in PA-P1, PA-P2 and PA-P3.
All Zones (except for Port Zone Stadium Zone Waterfront Zone City Centre Zone)	4. Activity status: **Discretionary** Where: a. Compliance with any of the requirements of EW-R11.3 is not achieved.
EW-R12	**Earthworks within special amenity landscapes**
All zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with EW-S13.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of EW-R12.1 is not achieved. Matters of discretion are: 1. The matters in EW-P15; and 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.
EW-R13	**Earthworks within outstanding natural features and landscapes**

	All Zones	1. Activity status: **Restricted Discretionary** Where: a. Compliance is achieved with EW-S13; and b. The earthworks are located outside the coastal environment. Matters of discretion are: 1. The matters in EW-P16; and 2. The extent and effect of non-compliance with the relevant standard as specified in the associated assessment criteria.
	All Zones	2. Activity status: **Discretionary** Where: a. Compliance with the requirements of EW-R13.1.a is not achieved.
	All Zones	3. Activity status: **Non-complying** Where: a. Compliance with the requirements of EW-R13.1.b is not achieved.
EW-R14		**Earthworks within the ridgeline and hilltops overlay or within the ridgetop area of the Upper Stebbings and Glenside West Development Area**
	All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with EW-S13; and b. For the ridgetop area of the Upper Stebbings and Glenside West Development Area the earthworks are for the purpose of constructing public footpaths or tracks.
	All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of EW-R14.1 cannot be achieved; and b. The total area of earthworks in any 5-year period does not exceed: i. 500m^2 per site; and c. The maximum cut height or fill depth does not exceed 1.5m above ground level measured vertically. Matters of discretion are: 1. The matters in EW-P5 and EW-P20; and 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.
	All Zones	3. Activity status: **Discretionary** Where: a. The earthworks are not a permitted activity under EW-R14.1 or a restricted discretionary activity under EW-R14.2.
	All Zones	4. Activity status: **Non-complying**

		Where: a. Compliance with the requirements of EW-R14.1.b is not achieved.
EW-R15	**Earthworks within the Flood Hazard Overlay**	
	All Zones	1. Activity status: **Permitted** Where: a. The earthworks are not located within an Overland Flowpath or a Stream Corridor; or b. If the earthworks are located within an Overland Flowpath or a Stream Corridor, the finished ground level on the completion of the earthworks are the same as the natural ground level prior to the start of the earthworks.
	All Zones	2. Activity Status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of EW-R15.1 is not achieved. Matters of discretion are: 1. The matters in EW-P17.
EW-R16	**Earthworks associated with natural hazard mitigation works within the Flood Hazard Overlays and Coastal Hazard Overlays**	
	All Zones	1. Activity Status: **Permitted** Where: a. The natural hazard mitigation works are undertaken by Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited, or Wellington International Airport Limited or a nominated contractor or agent for the express purpose of natural hazard mitigation works.
	All Zones	2. Activity Status: **Discretionary** Where: a. Compliance with any of the requirements of EW-R16.1 is not achieved.
EW-R17	**Earthworks in the Airport Zone**	
	Airport Zone	1. Activity status: **Permitted** Where: a. Compliance is achieved with EW-S14.
	Airport Zone	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of EW-R17.1.a is not achieved. Matters of discretion are:

		1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standards; 2. Relevant matters in AIRPZ-P4 and AIRPZ-P5; 3. Visual appearance and mitigation; 4. Geomorphological impacts; and 5. Traffic impacts caused by transporting earth and construction fill material.
EW-R18		**Earthworks and vertical holes in the national grid yard**
	All Zones	1. Activity status: **Permitted** Where: a. Vertical holes are less than 500mm in diameter (measured horizontally) and greater than 1.5m from the outer edge of the visible foundation, or where there is no visible foundation, the outer visible edge of the National Grid pole or stay wire; or b. Except as provided for in EW-R18.1.a. earthworks or vertical holes in proximity to National Grid poles are: i. no deeper (measured vertically) than 300mm depth within 2.2 metres of the outer edge of the visible foundation, or where there is no visible foundation, the outer visible edge of any National Grid pole; and ii. no deeper (measured vertically) than 750mm depth between 2.2 metres and 5 metres of the outer edge of the visible foundation, or where there is no visible foundation, the outer visible edge of any National Grid pole; or c. Vertical holes are a post hole for a fence or horticulture structure more than 6 metres from the outer edge of the visible foundation of the National Grid tower; or d. Except as provided for in EW-R18.1.c. earthworks or vertical holes in proximity to National Grid towers are: i. no deeper (measured vertically) than 300mm depth within 6m of the outer edge of the visible foundation of any National Grid tower; and ii. no deeper (measured vertically) than 3 metres depth between 6 metres and 12 metres from the outer edge of the visible foundation of any National Grid tower; and e. In all case compliance is achieved with EW-S15 Note: The following earthworks activities or vertical holes are exempt from EW-R18.1: 1. Earthworks or vertical holes, excluding mining and quarrying, that are undertaken by the operator of the National Grid; and 2. Earthworks, excluding mining and quarrying, for the repair, sealing or resealing of a footpath, driveway or farm track.
	All Zones	2. Activity status: **Permitted** Where: a. Compliance with any of the requirements of EW-R18.1.a-d are not achieved; and b. Dispensation from Transpower in respect of that non-compliance under EW-R18.1.a-d is provided under New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) ISSN 01140663.
	All Zones	3. Activity status: **Non-complying**

		Where: a. Compliance with any of the requirements of EW-R18.1.a-d is not achieved and the activity is not permitted under EW-R18.2; or b. Compliance with any of the requirements of EW-R18.1.e is not achieved. Notice of any application for resource consent under this rule must be served on Transpower New Zealand Limited in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003.
EW-R19		**Earthworks within the gas transmission pipeline corridor**
	All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with EW-S16. Note: 1. Earthworks, excluding and quarrying, that are undertaken by the owner and operator of the gas transmission pipeline are exempt from EW-R19.1.
	All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of EW-R19.1 is not achieved. Matters of discretion are: 1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard(s); 2. The extent to which the earthworks may compromise the ongoing efficient operation, maintenance and upgrading of the gas transmission pipeline, including the ability for continued reasonable access for inspections, maintenance and upgrading; 3. Effects on the stability or integrity of the gas transmission pipeline; 4. The risk of hazards affecting public or individual safety and the risk of property damage; 5. The nature and location of any vegetation to be planted in the vicinity of the gas transmission pipeline; 6. Measures proposed to avoid or mitigate potential adverse effects on the gas transmission pipeline; and 7. The outcome of any consultation with the owner and operator of the gas transmission pipeline. Notification Status: An application for resource consent under Rule EW-R19.2 is precluded from being publicly notified. Notice of any application for resource consent under this rule must be served on the owner and operator of the Gas Transmission Pipeline in accordance with Clause 10(2) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003.
Rules: Buildings and structures activities		
EW-R20		**Structures used to retain or stabilise landslips**

	All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with EW-S7.
	All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with EW-R20.1 is not achieved. Matters of discretion are: 1. The matters in EW-P3, EW-P4 and EW-P5; and 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard. Notification Status: an application for resource consent made in respect of rule EW-R20.2 is precluded from being publicly notified.

Standards

EW-S1	**Area**	
All Zones	1. The total area of earthworks must not exceed 250m^2 per site in any 12-month period.	Assessment criteria where the standard is infringed: 1. Whether the stability of land or buildings or structures in or on the site or adjacent sites is likely to be adversely affected; 2. The extent to which the earthworks will reflect and be sympathetic to the natural qualities of the surrounding landform; 3. The effectiveness of measures to retain dust, silt and sediment on site during the course of earthworks; and

<table>
<tr><td></td><td></td><td>4. The extent to which the earthworks are designed and will be managed in accordance the principles and methods in the GWRC's Erosion and Sediment Control Guide for Land Disturbing Activities in the Wellington Region 2021.
5. Whether the earthworks are undertaken in accordance with the relevant provisions of Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land Development 2025.</td></tr>
<tr><td>EW-S2</td><td colspan="2">Cut height and fill depth</td></tr>
<tr><td>All Zones</td><td>1. Earthworks must not exceed the maximum cut height or fill depth specified in the table below. All heights and depths are expressed in metres, measured vertically.
<table><tr><th>Condition</th><th>Max cut height/fill depth</th></tr><tr><td>a. Where any cut or fill is retained by a building or structure authorised by a building consent (which must be obtained prior to any earthworks</td><td>2.5m</td></tr></table></td><td>Assessment criteria where the standard is infringed:
1. Whether the nature of the proposal or the site and the surrounding land necessitates a geotechnical assessment of the geology of the site and the surrounding land;
2. Whether the earthworks and associated structures have been designed by an appropriately qualified</td></tr>
</table>

	commencing)		and experienced person; 3. Whether an appropriately qualified and experienced person will supervise the earthworks and construction of associated structures and certify them on their completion; 4. Whether a retaining or stabilising structure or building will be used to support or stabilise the earthworks and the efficacy of the structure or building; 5. Whether the nature of the proposal or the site and the surrounding land and the extent and risk of instability means: a. That an earthworks and/or construction plan to define acceptable performance standards for environmental and amenity protection and public safety during the construction process is necessary; or b. That the design of any stabilising structure or building can be assessed at a later date under the building consent process; 6. Whether the earthworks are designed in accordance with the relevant provisions of: a. The earthworks and design construction criteria in Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land
	b. Where a. does not apply and the cut height or fill depth does not exceed the distance from the nearest site boundary, building or structure (above or below ground), when that distance is measured on a horizontal plane	1.5m	

Earthworks **Proposed: 23/06/2025**

		Development 2025. ~~the Wellington City Council Code of Practice for Land Development 2012~~; b. NZS 4404:2010 Land Development and Subdivision Engineering; and c. NZS 4431:2022 Engineering Fill Construction for Lightweight Structures. 7. The effectiveness of measures to retain dust, silt and sediment on site during the course of earthworks; 8. The extent to which the earthworks are designed and will be managed in accordance the principles and methods in the GWRC's Erosion and Sediment Control Guide for Land Disturbing Activities in the Wellington Region 2021; 9. The effectiveness of options to reduce the visual prominence and particularly visual intrusiveness of the earthworks, and any buildings and other structures associated with or subsequently located on them, potentially including (but not limited to): a. Designing and engineering to reflect natural landforms and natural features such as cliffs, escarpments, streams and wetlands; b. Avoiding unnatural scar faces; c. Favouring untreated cut faces over artificial finishes

		in areas where bare rock is common; d. Favouring alternatives to the use of sprayed concrete on cut faces, such as anchored netting; e. Designing and finishing retaining walls or stabilising structures to reflect existing buildings and structures, in urban settings; f. Designing and finishing retaining walls or stabilising structures to reduce their apparent size by, for example, employing features that break up the surface area and create patterns of light and shadow; g. Retaining existing vegetation above, below and at the sides of earthworks and associated structures; h. Integrating new landscaping and associated planting to conceal or soften the appearance of earthworks and associated structures; i. Concealing views of earthworks and associated structures from streets, other public places and other

		properties through the positioning of proposed or future buildings; and j. Placing pipes below ground or integrating them into earthworks and associated structures.
EW-S3	**Existing slope angle**	
All Zones	1. Earthworks must not be undertaken on an existing slope angle of 34°or greater, where angles of 34°or greater are sustained over a distance of at least 3m, measured horizontally. The following are exempt from this standard: a. Earthworks compliant with EW-S2.a; and b. Earthworks associated with the repair, maintenance or upgrading of existing buildings or structures used to retain or stabilise earthworks.	Assessment criteria where the standard is infringed: 1. Whether the nature of the proposal or the site and the surrounding land necessitates a geotechnical assessment of the geology of the site and the surrounding land; 2. Whether the earthworks and associated structures have been designed by an appropriately qualified and experienced person; 3. Whether an appropriately qualified and experienced person will supervise the earthworks and construction of associated structures and certify them on their completion; 4. Whether a retaining or stabilising structure or building will be used to support or stabilise the earthworks and the efficacy of the structure or building; 5. Whether the nature of the proposal or the site and the surrounding land and the extent and risk of instability means: a. That an earthworks and/or construction plan to define acceptable performance standards for

		environmental and amenity protection and public safety during the construction process is necessary; or b. That the design of any stabilising structure or building can be assessed at a later date under the building consent process. 6. Whether the earthworks are designed in accordance with the relevant provisions of: a. The earthworks and design construction criteria in Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land Development 2025. ~~the Wellington City Council Code of Practice for Land Development 2012~~; b. NZS 4404:2010 Land Development and Subdivision Engineering; and c. NZS 4431:2022 Engineering Fill Construction for Lightweight Structures. 7. The effectiveness of measures to retain dust, silt and sediment on site during the course of earthworks; 8. The extent to which the earthworks are designed and will be managed in accordance the principles and methods in the GWRC's Erosion and Sediment Control Guide for Land

Earthworks **Proposed: 23/06/2025**

		Disturbing Activities in the Wellington Region 2021; 9. The effectiveness of options to reduce the visual prominence and particularly visual intrusiveness of the earthworks, and any buildings and other structures associated with or subsequently located on them, potentially including (but not limited to): a. Designing and engineering to reflect natural landforms and natural features such as cliffs, escarpments, streams and wetlands; b. Avoiding unnatural scar faces; c. Favouring untreated cut faces over artificial finishes in areas where bare rock is common; d. Favouring alternatives to the use of sprayed concrete on cut faces, such as anchored netting; e. Designing and finishing retaining walls or stabilising structures to reflect existing buildings and structures, in urban settings; f. Designing and finishing retaining walls or stabilising structures to reduce their apparent size by, for example, employing features that

		break up the surface area and create patterns of light and shadow; g. Retaining existing vegetation above, below and at the sides of earthworks and associated structures; h. Integrating new landscaping and associated planting to conceal or soften the appearance of earthworks and associated structures; i. Concealing views of earthworks and associated structures from streets, other public places and other properties through the positioning of proposed or future buildings; and j. Placing pipes below ground or integrating them into earthworks and associated structures.
EW-S4	**Transport of cut or fill material**	
All Zones	1. The combined volume of cut material resulting from earthworks transported off the site and cleanfill material required for earthworks transported onto the site must not exceed: a. 2,000m^3 in the Future Urban Zone, City Centre, Centres, Mixed use and General industrial zones; or b. 200m^3 in all other Zones.	Assessment criteria where the standard is infringed: 1. The extent to which the transport of material to or from the site will adversely affect the amenity of surrounding areas and safety of the roading network, having regard to: a. The type of trucks used; b. The frequency, timing and

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		duration of truck movements; c. The proposed route, wherein the use of collector, principal and arterial roads and the State Highway network is favoured over local roads; d. The width, sightlines and other characteristics relating to the safety of roads along the proposed route; e. The presence of sensitive land uses including schools along the proposed route; f. Whether the activity requires the closure of any roads; g. The location of site access and whether this can be sited safely; h. Measures to minimize the risk of material being deposited on roads; and i. Measures to allow traffic, cyclists and pedestrians to move safely past the site; and 2. The need for a traffic management plan, potentially as part of a wider earthworks and/or construction plan, that addresses how the matters referred to in (a)-(i) will be managed, including

		any procedures for receiving and responding to complaints.
EW-S5	**Dust management**	
All Zones	1. No earthworks shall create a dust nuisance.	Assessment criteria where the standard is infringed: 1. The effectiveness of temporary measures to avoid the creation of a dust nuisance. 2. Whether the earthworks are undertaken in accordance with the relevant provisions of Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land Development 2025.
EW-S6	**Site reinstatement**	
All Zones	1. As soon as practical, but not later than three months after the completion of earthworks or stages of earthworks, the earthworks area must be stabilised with vegetation or sealed, paved, metalled or built over.	Assessment criteria where the standard is infringed: 1. The effectiveness of permanent measures to avoid erosion, the creation of a dust nuisance, to filter silt and sediment, and reduce the volume and speed of runoff from the site. 2. Whether the earthworks are undertaken in accordance with the relevant provisions of Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land Development 2025.
EW-S7	**Height of structures used to retain or stabilise landslips**	
All Zones	1. Structures used to retain or stabilise landslips must be no higher than 2.5m measured vertically.	Assessment criteria where the standard is infringed: 1. Whether the nature of the proposal or the site and the surrounding land necessitates a geotechnical

		assessment of the geology of the site and the surrounding land; 2. Whether the structures have been designed by an appropriately qualified and experienced person; 3. Whether an appropriately qualified and experienced person will supervise the construction of the structures and certify them on their completion; 4. Whether the structures are designed in accordance with the relevant provisions of: a. The earthworks and design construction criteria in Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land Development 2025. ~~the Wellington City Council Code of Practice for Land Development 2012~~; and b. NZS 4404:2010 Land Development and Subdivision Engineering. 5. The effectiveness of measures to retain dust, silt and sediment on site during the course of earthworks; 6. The extent to which the earthworks are designed and will be managed in accordance the principles and methods in the GWRC's Erosion and Sediment Control Guide for Land Disturbing Activities in the Wellington Region 2021; 7. Measures to reduce the visual prominence and particularly visual

		intrusiveness of the structures, including: a. Designing and engineering to reflect natural landforms and natural features such as cliffs, escarpments, streams and wetlands; b. Avoiding unnatural scar faces; c. Favouring untreated cut faces over artificial finishes in areas where bare rock is common; d. Favouring alternatives to the use of sprayed concrete on cut faces, such as anchored netting; e. Designing and finishing structures to reflect existing buildings and structures, in urban settings; f. Designing and finishing structures to reduce their apparent size by, for example, employing features that break up the surface area and create patterns of light and shadow; g. Retaining existing vegetation above, below and at the sides of structures; h. Integrating new landscaping and associated planting to conceal or soften the

		appearance of structures; i. Concealing views of structures from streets, other public places and other properties through the positioning of proposed or future buildings; and j. Placing pipes below ground or integrating them into structures.
EW-S8	**Cut height and fill depth associated with the construction or maintenance of tracks in the General Rural Zone**	
General Rural Zone	1. Cut height or fill depth must not exceed: a. A maximum of 2.5 metres, measured vertically; and b. The cut height and fill depth does not exceed the distance from the nearest site boundary, building or structure (above or below ground), when that distance is measured on a horizontal plane	Assessment criteria where the standard is infringed: 1. Whether the nature of the proposal or the site and the surrounding land necessitates a geotechnical assessment of the geology of the site and the surrounding land; 2. Whether the earthworks have been designed by an appropriately qualified and experienced person; 3. Whether an appropriately qualified and experienced person will supervise the earthworks and certify them on their completion; 4. Whether the nature of the proposal or the site and the surrounding land and the extent and risk of instability means: a. That an earthworks and/or construction plan to define acceptable performance standards for environmental and amenity protection and

		public safety during the construction process is necessary; or b. That the design of any stabilising structure can be assessed at a later date under the building consent process; 5. The effectiveness of measures to retain dust, silt and sediment on site during the course of earthworks; 6. The extent to which the earthworks are designed and will be managed in accordance the principles and methods in the GWRC's Erosion and Sediment Control Guide for Land Disturbing Activities in the Wellington Region 2021; and 7. The effectiveness of options to reduce the visual prominence and particularly visual intrusiveness of the earthworks, potentially including (but not limited to): a. Designing and engineering to reflect natural landforms and natural features such as cliffs, escarpments, streams and wetlands; b. Avoiding unnatural scar faces; c. Favouring untreated cut faces over artificial finishes in areas where bare rock is common; d. Favouring alternatives to the use of sprayed

		concrete on cut faces, such as anchored netting; e. Retaining existing vegetation above, below and at the sides of earthworks; f. Integrating new landscaping and associated planting to conceal or soften the appearance of earthworks; g. Placing pipes below ground or integrating them into earthworks.
EW-S9	**Track width associated with the construction or maintenance of walking and cycling tracks in the Open Space and Recreation Zones**	
Open Space and Recreation Zones	1. The width of the track surface must not exceed 1.5 metres at any point.	Assessment criteria where the standa infringed: 1. The extent to which the earthworks will reflect and be sympathetic to the natural qualities of the surrounding landform; 2. The effectiveness of measures to retain dust, silt and sediment on site during the course of earthworks; and 3. The extent to which the earthworks are designed and will be managed in accordance the principles and methods in the GWRC's Erosion and Sediment Control Guide for Land Disturbing Activities in the Wellington Region 2021.
EW-S10	**Earthworks on the site of heritage building, heritage structures or on a site within a heritage area**	
All Zones	1. The total area of earthworks must not exceed 10m^2 in any 12-month period per	Assessment criteria where the standard is infringed:

	site. 2. The total volume of earthworks must not exceed 10m^3 in any 12-month period per site. The following are exempt from standards 1 and 2 above: a. Earthworks undertaken in the Botanic Gardens and Otari Native Botanic Garden Heritage Areas which are subject to zone based standards.	1. The extent of effect of non-compliance on identified heritage values. 2. Whether the earthworks are undertaken in accordance with the relevant provisions of Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land Development 2025.
EW-S11	**Earthworks in areas of high coastal natural character within the Coastal Environment**	
All Zones	1. Earthworks must not exceed: a. A maximum cut height or fill depth greater than 1.5m above ground level measured vertically; and b. The following within any 5-year period: i. 100m^2 in total area per site.	Assessment criteria where the standard is infringed: 1. The extent and effect of non-compliance on identified coastal natural character values in the area and the ability to integrate and be sympathetic with the surrounding landform. 2. Whether the earthworks are undertaken in accordance with the relevant provisions of Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land Development 2025.
EW-S12	**Earthworks in coastal or riparian margins**	
All Zones	1. The total area of earthworks must not exceed 10m^2 in any 12-month period per site. 2. The total volume of earthworks must not exceed 10m^3 in any 12-month period per site.	Assessment criteria where the standard is infringed: 1. The extent and effect of non-compliance on identified, ecological values or amenity values or landscape values or cultural values. 2. Whether the earthworks are undertaken in accordance with the

		relevant provisions of Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land Development 2025.
EW-S13	**Earthworks within: outstanding natural features and landscapes; special amenity landscapes; ridgelines and hilltops overlay; or the ridgetop area of the Upper Stebbings and Glenside West Development Area**	
All Zones	1. Earthworks must not exceed: a. A maximum cut height or fill depth greater than 1.5m above ground level measured vertically; and b. The following within any 5-year period: i. 100m^2 in total area per site within an identified outstanding natural feature and landscape; or ii. 200m^2 in total area per site within identified special amenity landscapes; or iii. 200m^2 in total area per site within the ridgelines and hilltops overlay or the ridgetop area in the Upper Stebbings and Glenside West Development Area.	Assessment criteria where the standard is infringed: 1. The extent and effect of non-compliance on identified values and characteristics of outstanding natural features and landscapes, special amenity landscapes, and the ridgelines and hilltops, and the ridgetop area in the Upper Stebbings Glenside West Development Area and the ability to integrate and be sympathetic with the surrounding landform; and 2. The degree to which the effect of the earthworks can be remedied or mitigated. 3. Whether the earthworks are undertaken in accordance with the relevant provisions of Part B - Earthworks Design Construction section of the Wellington City Council Code of Practice for Land Development 2025.
EW-S14	**Earthworks in the Airport Zone**	
Airport Zone	1. In the Rongotai Ridge Precinct, or in relation to the Hillock at the south end of the Terminal precinct earthworks shall not: a. Alter the existing ground level by more than 2.5 metres measured vertically.	Assessment criteria where the standard is infringed: 1. Rongotai Ridge Precinct: a. Extent of cut faces; b. Enhancement of

	b. Disturb more than 250m^2 of ground surface. c. Be undertaken on slopes of more than 34°. 2. In the Miramar South Precinct, earthworks must be undertaken in accordance with an Erosion and Sediment Control Plan prepared in accordance with the Erosion and Sediment Control Guidelines for the Wellington Region (or equivalent) 3. In all areas: a. Any structure used to retain or stabilize a slope must be no higher than 2.5m measured vertically. b. No earthwork shall create a dust nuisance. c. As soon practicable, but not later than three months after the completion of earthworks or stages of earthworks, the earthworks area must be stabilised with vegetation or sealed, paved, metalled or built over.	pedestrian and cycle networks; c. Impact on views of, through and within the site; and d. Connections to community and recreation resources. 2. Miramar South Precinct: a. Erosion and Sediment Control Guidelines for the Wellington Region (or equivalent). 3. In all areas, any relevant aspect of: a. A Landscape and Visual Amenity Management Plan; b. NZS 4404:2010 in particular erosion, sediment and dust control; c. NZS 6803:1999 for management of construction noise; d. An Erosion and Sediment Control Plan; e. A geotechnical assessment. 4. In all areas, any relevant aspect of: a. The nature, scale and extent of planting and landscaping; b. Maintenance of planting and landscaping;. c. Extent and quality of public recreational access, including connections to existing accessways; d. The nature and scale of engineered retaining features; e. Façade treatment of engineered retaining features over 1.5m in height; f. Staging of earthworks; g. Effects on adjacent

		residential land; h. Hours of work; and i. Construction traffic. 5. With respect to EW-S14(4): a. The effectiveness of temporary measures to avoid the creation of dust nuisance. 6. With respect to EW-S14(5): a. The effectives of permanent measures to avoid erosion, the creation of dust nuisance, to filter silt and sediment and reduce the volume and speed of runoff from the site.

EW-S15	Earthworks in the National Grid Yard
All Zones	1. Earthworks or vertical holes in the National Grid Yard must comply with the following a. Not result in a reduction in the ground to conductor clearance distances as required in Table 4 of the New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663. b. Not result in vehicular access to a National Grid support structure being permanently obstructed. c. Not compromise the stability of the National Grid Support Structure.

EW-S16	Earthworks in the Gas Transmission Pipeline Corridor
All Zones	1. Earthworks within the gas transmission pipeline corridor must comply with the following: a. The disturbance of earth within the gas transmission pipeline corridor shall not exceed 400mm in depth. Note: Clause 1.a. above does not apply to earthworks undertaken as part of normal agricultural, horticultural or domestic cultivation activities, or the maintenance and repair, including sealing, of a road, footpath, driveway or farm track. Clause 1.a. does not apply to earthworks undertaken by a network utility operator within a road reserve.

This chapter has been subject decisions under both the Intensification Streamlined Planning Process (ISPP) on 14 March 2024 and the Part One Schedule 1 process (P1 Sch1) on 12 June 2025.

Provisions determined under the ISPP are operative. Please see the notations for the status of provisions determined under the P1 Sch1 process.

Taiao Takutai

Coastal Environment

CE	Coastal Environment

Have regard **Introduction**

Coastal Environment

The purpose of this chapter is to manage the effects of activities and development on the landward extent of the coastal environment.

Wellington City's coastal environment includes the coastal marine area (CMA) as well as the inland extent of the coastal environment. The CMA extends up to 12 nautical miles out to sea and falls under the jurisdiction of the Greater Wellington Regional Council (GWRC). The landward extent of the coastal environment represents the area inland from mean high water springs where coastal processes, influences or qualities are significant. The extent of the landward portion of the coastal environment has been determined by applying Policy 1 of the New Zealand Coastal Policy Statement 2010 (NZCPS).

This chapter only applies to the inland extent of the coastal environment, which is identified on the District Plan maps. Any activities within the coastal marine area fall within the responsibility of Greater Wellington Regional Council.

Wellington City's coastline extends for over 100 kilometres. The western and southern parts of this coastline are largely undeveloped. Narrow shore platforms and steep escarpment and cliff faces are typical along this part of the coastline, where exposure to rigorous environmental conditions has helped shape rugged landforms. Parts of the rural environment above the coastal escarpments have been modified by development. The urban areas of the coastal environment have been heavily modified, with public roads present nearly the entire length of the coastline around the harbour from Sinclair Head to Petone, with residential and commercial development having modified the natural character throughout this area. Similarly, the 'Moa Point Road Seawall Area', as shown on the ePlan mapping, is another area where the natural character of the coast has been heavily modified by the existing hard engineering natural hazard mitigation structures that protect the Airport, road and network utilities located in this area. There has also been development of large scale infrastructure within the coastal environment, such as wind turbines, quarries, the National Grid, roads and other built facilities.

Wellington's coastline contributes to the character and identity of the City, and while exposed to natural hazards it also provides amenity, recreation opportunities, cultural and social value to the community, and is a place of importance to tangata whenua.

The direction in the NZCPS is to preserve and restore the natural character of the coastal environment (Policies 13 and 14). Within the landward extent of the coastal environment in the Wellington District, High Coastal Natural Character Areas have been identified using the criteria of the NZCPS and the Regional Policy Statement for the Wellington Region (RPS). This chapter

introduces provisions to protect identified High Coastal Natural Character Areas from inappropriate use and development. These areas are shown on the District Plan maps and the identified values can be found in SCHED 12. APP16 provides more information on how natural character in the Coastal Environment has been evaluated and provides guidance for landscape assessments that address natural character.

The NZCPS also requires development to be set back from the coastal marine area and other water bodies, where practicable and reasonable (Policy 6). For this reason, within the landward extent of the coastal environment, riparian margin setbacks and a coastal margin setback are applied. Within these coastal margins and riparian margins within the coastal environment, activities are restricted to ensure that these sensitive areas are managed in a way that protects the natural character, open space, public access and amenity values of the coastal environment. Activities are still able to be undertaken within these areas, however activities such as new buildings will require consent to ensure the effects are minor and consider the character of the area. The coastal and riparian margin provisions do not apply in highly modified areas like the Port Zone or the City Centre Zone.

Protecting natural features and natural landscape within the coastal environment from inappropriate subdivision, use and development and protecting indigenous biodiversity are also a key focus of the NZCPS (Policies 15 and 11 of the NZCPS respectively). Council has identified areas of outstanding natural features and landscapes (ONFL), special amenity landscape (SAL), and significant natural areas (SNA) within the district. These overlays are identified on the planning maps and the relevant values are listed in SCHED8, SCHED10 and SCHED11. Some of the identified ONFL, SAL and SNA are located within the coastal environment. The relevant provisions that apply to these areas within the coastal environment are located in the NFL and ECO chapters.

Public access is to be encouraged and managing activities within coastal margins allows for the consideration of the effects of proposals on existing or future public access. The Public Access (PA) provisions that apply within the coastal environment (and address the matters in Policies 18 and 19 of the NZCPS) are primarily located within the PA chapter.

Provisions relating to infrastructure within the coastal environment are located in the INF-CE sub-chapter and in the Special Purpose Port Zone and Airport Zone. The provisions in the INF-CE sub-chapter apply in addition to the general provisions of the infrastructure chapter and generally give effect to NZCPS Policy 6(1)(a) and 6(2)(c). The Coastal Environment chapter provisions do not apply to Infrastructure located within the Coastal Environment (unless specifically stated within a INF-CE rule or standard, for example, as a matter of discretion).

Provisions relating to renewable electricity generation within the coastal environment are located in the REG chapter. The Coastal Environment chapter provisions do not apply to renewable energy generation activities located within the Coastal Environment (unless specifically stated within a renewable electricity generation rule or standard, for example, as a matter of discretion).

Provisions relating to subdivision within the coastal environment are located in the SUB chapter.

Provisions relating to earthworks within the coastal environment are located in the EW chapter.

Coastal Hazards

Wellington City’s coastal environment is susceptible to a range of coastal hazards, which are mapped as Coastal Hazard Overlays. These include:

1. Tsunami; and
2. Coastal inundation including sea level rise, storm surges and storm events.

This Chapter's objectives, policies and rules provide the framework for ensuring that the risks of

coastal hazards that threaten people and property are recognised and provided for, while also taking into account climate change effects over time. Given the continued uncertainty associated with the rate of sea level rise, the different sea level rise scenarios as outlined in the Ministry for the Environment 'Preparing for Coastal Change' (2017) guidance have been used to form the basis of the mapping of these hazards.

The Natural Hazards Chapter (NH) provides a comprehensive assessment of the risk-based approach including a break-down of the susceptibility of different activities and the corresponding sensitivities to natural hazards. The assessment against the risk-based approach within the natural hazard chapter is equally applicable to coastal hazards, and therefore is not duplicated in this chapter. The hazard ranking of coastal hazards is set out below:

Coastal Hazard Overlay	**Respective Haza Ranking**
Tsunami — 1:100 year scenario inundation extent with 1 m sea level rise	High
Existing coastal inundation extent with a 1:100 year storm	
Tsunami — 1:500 year scenario inundation extent with 1 m sea level rise	Medium
Coastal inundation extent — with 1.43m sea level rise scenario and 1:100 year storm	
Tsunami 1:1000 year scenario inundation extent with 1 m sea level rise	Low

The framework below provides a specific pathway for any development within either the City Centre Zone. Airport Zone, and operational port activities, passenger port facilities and rail activities within the Port Zone. Activities within these zones are assessed against their own specific objectives, policies and rules in this chapter and the relevant zone chapter. This is in recognition of the social and economic benefits these activities have, their functional and operational need to be located where they are, and that their position in the City is largely fixed.

Many of the key resource management issues that arise within the Coastal Environment are addressed in other chapters of the District Plan. For this reason, this chapter focuses on those key matters that are not addressed elsewhere. The matters in this chapter should therefore not be interpreted as creating primacy or elevating the matters identified in this chapter over other provisions that apply to the Coastal Environment in other chapters of the District Plan.

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, a number of other Part 2: District-Wide chapters also contain provisions that may be relevant for your activity, including:

- **Ecosystems and Indigenous Biodiversity -** Provisions relating to significant natural areas in the Coastal Environment are located in the Ecosystems and Indigenous Biodiversity Chapter**.**
- **Natural Features and Landscapes -** Provisions relating to outstanding natural features and landscapes and special amenity landscapes in the coastal environment are located in the Natural Features and Landscapes Chapter.

- **Public access** — the Public Access Chapter contains additional policy direction relating to public access within the coastal environment.
- **Subdivision** - Provisions relating to subdivision in the coastal environment are located in the Subdivision Chapter.
- **Earthworks** - Provisions relating to earthworks in the coastal environment are located in the Earthworks Chapter.
- **Infrastructure - Coastal Environment -** Provisions relating to infrastructure in the coastal environment are located in the Infrastructure - Coastal Environment Chapter.
- **Renewable Electricity Generation -** Provisions relating to renewable electricity

generation in the coastal environment are located in the Renewable Electricity Generation Chapter.

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives

Have regard	CE-O1	**Natural character within the coastal environment** The natural character within the landward extent of the coastal environment is maintained and, where appropriate, rehabilitated, restored or enhanced.
Have regard	CE-O2	**High coastal natural character areas** High coastal natural character areas in the landward extent of the coastal environment are preserved and protected from inappropriate subdivision, use and development.
Have regard	CE-O3	**Coastal margins and riparian margins** Coastal margins and riparian margins in the landward extent of the coastal environment are protected from inappropriate subdivision, use and development.
Have regard	CE-O4	**Customary Harvesting** Tangata whenua are able to exercise customary harvesting within the landward extent of the coastal environment.

Objectives — Coastal hazards

Operative	CE-O5	**Risk from coastal hazards in High Hazard Areas of the Coastal Hazard Overlays** Subdivision, use and development within the High Hazard Areas of the Coastal Hazard Overlays reduce or do not increase the existing risk from coastal hazards to people, property, and infrastructure.
Operative	CE-O6	**Risk from coastal hazards in Low and Medium Hazard Areas of the Coastal Hazard Overlays** Subdivision, use and development within the Low and Medium Hazard Areas of the Coastal Hazard Overlays minimise the risk from coastal hazards to people, property and infrastructure.
Have regard	CE-O7	**Natural systems and features** Natural systems and features that reduce the susceptibility of people, property,

		infrastructure, and Sites and Areas of Significance to Māori from damage by coastal hazards are created, maintained or enhanced.
Have regard	CE-O8	**Airport purposes, operational port activities, passenger port facilities and rail activities** Airport purposes, operational port activities, passenger port facilities and rail activities are provided for, while also ensuring that subdivision, development and use of land occupied by Airport purposes, operational port activities, passenger port facilities and rail activities minimise the risk to people, property, and infrastructure.
Have regard	CE-O9	**City Centre Zone** Provide for a range of activities that maintain the vibrancy and vitality of the City Centre Zone, while also ensuring that subdivision, development and use in these areas minimise the risk to people, property, and infrastructure.
Have regard	CE-10	**Measures to reduce damage from sea level rise and coastal erosion** Green infrastructure is the primary methods used to reduce damage from sea level rise and coastal erosion.
Policies — Coastal environment		
Have regard	CE-P1	**Identification of the coastal environment and of high coastal natural character areas within the coastal environment** 1. Identify and map the landward extent of the coastal environment. 2. Identify and map areas of very high and high natural character within the coastal environment and list the identified key values in SCHED 12 — High Coastal Natural Character Areas.
Have regard	CE-P2	**Use and development effects on natural character within the coastal environment** Provide for use and development in the landward extent of the coastal environment where it: 1. Avoids, remedies or mitigates adverse effects on the natural character of the coastal environment; and 2. Consolidates existing urban areas; or 3. Does not establish new urban sprawl along the coastline.
Have regard	CE-P3	**Restoration and enhancement of natural character within the coastal environment** Provide for restoration or rehabilitation of the natural character values and coastal and riparian margins within the landward extent of the coastal environment by: 1. Recognising the values present that could be enhanced; 2. Encouraging natural regeneration of indigenous vegetation, including where practical the removal of pest species; 3. Rehabilitating dunes or other natural coastal features or processes;

		4. Restoring or protecting riparian and coastal margins; 5. Removing redundant structures that do not have heritage or amenity value; 6. Modifying structures that interfere with coastal or ecosystem processes; or 7. Providing for mana whenua to exercise their responsibilities as kaitiaki to protect, restore and maintain natural character values in the coastal environment.
Have regard	CE-P4	**Customary harvesting within the coastal environment** Recognise and provide for tangata whenua to exercise customary harvesting within the landward extent of the coastal environment in accordance with tikanga Māori and traditional cultural practices.
Have regard	CE-P5	**Use and development in high coastal natural character areas** Only allow use and development in high coastal natural character areas in the coastal environment where: 1. Any significant adverse effects on the identified values described in SCHED12 are avoided and any other adverse effects on the identified values described in SCHED12 are avoided remedied or mitigated; 2. It can be demonstrated that: a. The particular values and characteristics of the high coastal natural character areas including but not limited to the key values identified in SCHED12 are protected from inappropriate use and development, including by considering the extent to which the values and characteristics of the area are vulnerable to change including the effects of climate change and other natural processes; b. Any proposed earthworks, building platforms and buildings or structures are of a scale and prominence that maintains the identified values and the design and development integrates with the existing landform and dominant character of the area; c. The duration and nature of adverse effects are limited; d. There is a functional or operational need for the activity to locate in the area; e. There are no reasonably practicable alternative locations that are outside of the high coastal natural character areas or are less vulnerable to change; and f. Restoration or rehabilitation planting of indigenous vegetation will be incorporated where practicable to mitigate any adverse effects on natural character.
Have regard	CE-P6	**Use and development within coastal margins and riparian margins in the coastal environment — located inside the Port Zone, Airport Zone, Stadium Zone, Waterfront Zone, City Centre Zone, Evans Bay Marine Recreation Area or the Moa Point Road Seawall Area** Provide for use and development within coastal margins and riparian margins in the coastal environment where it is located in the highly modified Port Zone, Airport Zone, Stadium Zone, Waterfront Zone or City Centre Zone, Evans Bay Marine Recreation Area or the Moa Point Road Seawall Area.

Have regard	CE-P7	**Use and development within coastal margins and riparian margins in the coastal environment — located outside the Port Zone, Airport Zone, Stadium Zone, Waterfront Zone, City Centre Zone and the Evans Bay Marine Recreation Area or the Moa Point Road Seawall Area** Only allow use and development within coastal and riparian margins in the coastal environment outside of the Port Zone, Airport Zone, Stadium Zone, Waterfront Zone, City Centre Zone, the Evans Bay Marine Recreation Area or the Moa Point Road Seawall Area Where: 1. Any significant adverse effects on the natural character of the coastal environment are avoided and any other adverse effects on the natural character of the coastal environment are avoided, remedied or mitigated; and 2. It can be demonstrated that: a. Any proposed earthworks, building platform, building or structure are able to integrate with the existing landform, do not dominate the natural character of the area and do not limit or prevent public access to, along or adjacent to the coast and waterbodies; b. There is a functional or operational need for the activity to locate within the coastal or riparian margin; c. There are no reasonably practical alternative locations that are outside of the coastal or riparian margins or are less vulnerable to change; and d. Restoration or rehabilitation planting of indigenous vegetation will be incorporated where practicable to mitigate any adverse effects on natural character.
Have regard	CE-P8	**Vegetation removal within the coastal environment** Manage the removal of vegetation in the coastal environment as follows: 1. Allow for the removal of vegetation in the coastal environment: a. outside of high coastal natural character areas; and b. outside coastal and riparian margins; 2. Allow for the removal of exotic vegetation in the coastal environment within high coastal natural character areas, or within coastal and riparian margins; and 3. Only allow for the removal of indigenous vegetation in the coastal environment within high coastal natural character areas, or within coastal and riparian margins that: a. Is of a scale that maintains the existing natural character; or b. Is necessary for the safe and efficient operation, maintenance and repair of public accessways; or c. Is necessary to avoid an imminent threat to the safety of people, or significant damage to property.
Have regard	CE-P9	**Mining and quarrying activities within the coastal environment** Manage mining and quarrying activities within the coastal environment as follows: 1. Allow for established mining and quarrying activities in the Coastal Environment; 2. Only allow for the extension of established mining and quarrying

		activities where: a. it is located outside of high coastal natural character areas and outside of coastal and riparian margins; b. any significant adverse effects on the natural character of the coastal environment are avoided; and c. any other adverse effects on natural character are avoided, remedies or mitigated; 3. Avoid the extension of established mining and quarrying activities and the establishment of new mining and quarrying within high coastal natural character areas and within coastal and riparian margins in the coastal environment; and 4. Avoid the establishment of new mining and quarrying activities within the coastal environment.
Have regard	CE-P10	**Inappropriate activities within the coastal environment** Avoid the establishment of new quarrying, mining and plantation forestry activities within the landward extent of the coastal environment.

Policies — Coastal hazards

Operative	CE—P11	**Identification of coastal hazards** Identify coastal hazards within the District Plan and take a risk-based approach to the management of subdivision, use and development based on the following: 1. The sensitivity of the activities to the impacts of coastal hazards; 2. The risk posed to people, property, and infrastructure, by considering the likelihood and consequences of different coastal hazard events; and 3. The longer term impacts of climate change and sea level rise; and 4. The operational need or functional need for some activities to locate in the Coastal Hazard Overlays.
Operative	CE-P12	**Levels of risk** Ensure subdivision, use and development manages coastal hazard risk to people, property, and infrastructure by: 1. Enabling subdivision, use and development that have either low occupancy, risk, or replacement value within the low, medium and high hazard areas of the Coastal Hazard Overlays; 2. Requiring mitigation for subdivision, use and development that minimises risk resulting from the development from the relevant coastal hazards to people, property, and infrastructure as far as reasonably practicable in the low and medium hazard areas and high hazard areas in the City Centre Zone, of the Coastal Hazard Overlays; and 3. Avoiding subdivision, use and development in the high hazard area of the Coastal Hazard Overlays (with the exception of the City Centre Zone) unless there is a functional need and operational need for the building or activity to be located in this area and the building or activity incorporates mitigation measures that minimise the risk to people, property, and infrastructure.

Operative	CE-P13	**Less hazard sensitive activities** Allow less hazard sensitive activities within all hazard areas of the Coastal Hazards Overlays.
Operative	CE-P14	**Additions to buildings for potentially hazard sensitive activities and hazard sensitive activities within the medium coastal hazard area and high coastal hazard area** Enable additions to buildings that accommodate existing potentially hazard sensitive activities and hazard sensitive activities within the medium coastal hazard area and high coastal hazard area, where: 1. They enable the same level of hazard sensitivity as the existing use of the building; and 2. The risk from the coastal hazard is low due to either: a. Proposed mitigation measures; or b. The size and the activity of the addition.
Operative	CE-P15	**Potentially hazard sensitive activities in low coastal hazard areas** Allow potentially hazard sensitive activities in low coastal hazard areas.
Operative	CE-P16	**Hazard sensitive activities within the low coastal hazard areas** Provide for hazard sensitive activities within the low coastal hazard area, or any subdivision where the building platform for a hazard sensitive activity is within the low coastal hazard area, where it can be demonstrated that: 1. The activity, building, or subdivision incorporates measures that minimise the risk to people, and property from a tsunami; 2. There is the ability to access safe evacuation routes for occupants of the building in case of a tsunami. 3. If the activity has a post disaster function, mitigation measures are incorporated to allow for the continued operation following a tsunami; and 4. For healthcare facilities, retirement villages, educational facilities and childcare facilities, there is an evacuation plan that allows for the safe removal of all occupants prior to the arrival of the tsunami.
Operative	CE-P17	**Potentially hazard sensitive activities within the medium coastal hazard areas** Provide for potentially hazard-sensitive activities in the medium coastal hazard areas, or any subdivision where the building platform for a potentially hazard-sensitive activity will be within the medium coastal hazard areas where it can be demonstrated that: 1. The activity, building, or subdivision incorporates measures that minimise the risk to people and property from the coastal hazard; and 2. There is the ability to access safe evacuation routes for occupants of the building in case of a tsunami.
Operative	CE-P18	**Hazard sensitive activities in the medium coastal hazard areas** Provide for hazard-sensitive activities in the medium coastal hazard

		area where, or any subdivision where the building platform for a hazard-sensitive activity will be within the medium coastal hazard area, where it can be demonstrated that: 1. The activity, building, or subdivision incorporates measures that minimise the risk to people and property from the coastal hazard; 2. There is the ability to access safe evacuation routes for occupants of the building from the coastal hazard; 3. If the activity has a post disaster function, mitigation measures are incorporated to allow for the continued operation following a coastal hazard event; and 4. For healthcare facilities, retirement villages, educational facilities and childcare facilities, there is an evacuation plan that allows for the safe removal of all occupants prior to the arrival of the coastal hazard.
Operative	CE-P19	**Hazard sensitive activities and potentially hazard sensitive activities in the high coastal hazard area** Avoid hazard sensitive activities and potentially hazard sensitive activities in the high coastal hazard area or any subdivision where the building platform for a potentially hazard sensitive activity or hazard sensitive activity will be within the high coastal hazard area (with the exception of the City Centre Zone and the Airport purposes, operational port activities, passenger port facilities and rail activities) unless it can be demonstrated that: 1. The activity, building or subdivision has an operational need or functional need to locate within the high coastal hazard area and locating outside of these high coastal hazard areas is not a practicable option; 2. The activity, building, or subdivision incorporates measures that reduce or not increase the existing risk to people, and property from the coastal hazard; 3. There is the ability to access safe evacuation routes for occupants of the building from the coastal hazard; and 4. The activity does not involve the removal or modification of a natural system or feature that provides protection to other properties from the natural hazard.
Have regard	CE-P20	**Subdivision, use and development which will not be occupied by members of the public, or employees associated with the Airport purposes, operational port Activities, passenger port facilities and rail activities in the Coastal Hazards Overlays** Enable subdivision, development and use associated with the Airport purposes, operational port activities, passenger port facilities and rail activities within the Coastal Hazard Overlays, where they do not involve the construction of new buildings which will be occupied by members of the public, or more than 10 employees associated with either of these activities or the creation of vacant allotments.
Have regard	CE-P21	**Subdivision, use and development which will be occupied by members of the public, or employees associated with the Airport purposes, operational port activities, passenger port facilities and rail activities in the Coastal Hazards Overlays** Manage subdivision, development and use associated with the Airport purposes, operational port activities, passenger port facilities and rail activities

		within the Coastal Hazard Overlays where they involve the construction of new buildings which will be occupied by members of the public, or over 10 employees associated with either of these activities by ensuring that: 1. The activity, building or subdivision incorporates measures that minimise the risk to people, property, and infrastructure; and 2. There is the ability to access safe evacuation routes for occupants of the building from the coastal hazard.
Have regard	**CE-P22**	**Subdivision, use and development in the City Centre Zone which will not be occupied by members of the public and within the Coastal Hazards Overlays** Enable subdivision, development and use associated within the City Centre Zone and within all of the Coastal Hazard Overlays, where they do not involve the construction of new buildings which will be occupied by members of the public, or employees or the creation of vacant allotments.
Have regard	**CE-P23**	**Subdivision, use and development in the City Centre Zone which will be occupied by members of the public and within the Coastal Hazards Overlays** Manage subdivision, development and use within the City Centre Zone and within all of the Coastal Hazard Overlays, where they involve the construction of new buildings which will be occupied by members of the public, employees or result in the creation of a vacant allotment by ensuring that: 1. The activity, building or subdivision incorporates measures that minimise the risk to people, and property; and 2. There is the ability to access safe evacuation routes for occupants of the building from the coastal hazard.
Have regard	**CE-P24**	**Natural systems and features** Protect, restore, and enhance natural systems and features where they will reduce the existing risk posed by coastal hazards to people, property, and infrastructure.
Have regard	**CE-P25**	**Coastal hazard mitigation works involving green infrastructure** Enable green infrastructure and encourage Mātauranga Māori approaches undertaken by a ~~Crown entity~~ the Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited or Wellington International Airport Limited or their nominated contractors or agents within the identified Coastal Hazard Overlay where this will reduce the risk from coastal hazards to people, property and infrastructure.
Have regard	**CE-P26**	**Green infrastructure and coastal hazard mitigation works** Encourage green infrastructure measures and Mātauranga Māori approaches when undertaking coastal hazard mitigation works within the identified Coastal Hazard Overlays where this will reduce the risk from coastal hazards to people, property and infrastructure.
Have regard	**CE-P27**	**Repair and maintenance of existing hard engineering hazard mitigation**

		structures in the high coastal hazard area Enable the repair and maintenance of existing hard engineering hazard mitigation structures in the high coastal hazard area where they will reduce the risk from coastal hazards to people, property and infrastructure.
Have regard	**CE-P28**	**Hard engineering natural hazards mitigation works** Only allow for hard engineering natural hazards mitigation works for the reduction of the risk from coastal hazards where: 1. The engineering measures are needed to protect existing nationally and regionally significant infrastructure and it can be demonstrated that there is no practicable alternative; 2. There is a demonstrable risk to existing nationally and regionally significant infrastructure, life or private property from the coastal hazard; 3. The construction of the hard engineering measures will not increase the risk from Coastal Hazards on adjacent properties that are not protected by the hard engineering measures; 4. Hard engineering structures are designed to minimise adverse effects on the coastal environment; 5. Adverse effects on significant natural features and systems and their function as natural defences are avoided, remedied or mitigated; and 6. It can be demonstrated that green infrastructure measures would not provide an appropriate level of protection in relation to the significance of the risk.

Rules: Land use activities

Legal effect	**CE-R1**	**Customary harvesting by tangata whenua within the coastal environment**
All Zones		1. Activity status: **Permitted**
Legal effect	**CE-R2**	**Restoration and enhancement activities within the coastal environment:** **1. Outside of high coastal natural character areas; and** **2. Outside of coastal and riparian margins.**
All Zones		1. Activity status: **Permitted**
Legal effect	**CE-R3**	**Restoration and enhancement activities within the coastal environment:** **1. Within high coastal natural character areas; or** **2. Within coastal or riparian margins.**
All Zones		1. Activity status: **Permitted** Where: a. The works are for the purpose of restoring or maintaining the coastal natural character by: i. Planting eco-sourced local indigenous vegetation; ii. Carrying out pest animal and pest plant control activities; iii. Carrying out activities in accordance with a registered protective covenant under the Reserves Act 1977, Conservation Act 1987 or Queen Elizabeth the Second

		National Trust Act 1977; or iv. Carrying out activities in accordance with a Reserve Management Plan approved under the Reserves Act 1977; or b. The works are undertaken by mana whenua in accordance with the principle of kaitiakitanga.
	All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of CE-R3.1.a is not achieved. Matters of discretion are: 1. The matters in CE-P3.

Legal effect	**CE-R4**	**Vegetation trimming or removal within the coastal environment:** **1. Outside of high coastal natural character areas; and** **2. Outside of coastal or riparian margins.**
	All Zones	1. Activity status: **Permitted**

Legal effect	**CE-R5**	**Exotic vegetation trimming or removal within the coastal environment:** **1. Within high coastal natural character areas; or** **2. Within coastal and riparian margins.**
	All Zones	1. Activity status: **Permitted**

Legal effect	**CE-R6**	**Indigenous vegetation trimming or removal within the coastal environment:** **1. Within high coastal natural character areas; or** **2. Within coastal and riparian margins.**
	All Zones	1. Activity status: **Permitted** Where: a. Compliance with CE-S1 is achieved.
	All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of CE-R6.1.a is not achieved. Matters of discretion are: 1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard; and 2. The matters in CE-P8. Section 88 information requirements for applications: Applications under this rule must provide the following in addition to the standard information requirements:

		1. An assessment by a suitably qualified landscape architect to assess the proposal against the identified natural character values of the coastal environment in accordance with APP16.

Legal effect

CE-R7	**Any activity not otherwise listed as permitted, restricted discretionary, discretionary or non-complying within the coastal environment:** **1. Outside of high coastal natural character areas; and** **2. Outside of coastal or riparian margins.**

All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with the permitted activity rules for land use activities in the underlying zone.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of CE-R7.1.a is not achieved. Matters of discretion are: 1. The matters in CE-P2.

Legal effect

CE-R8	**Any activity not otherwise listed as permitted, restricted discretionary or non-complying within the coastal environment:** **1. Within coastal or riparian margins**

Airport Zone Port Zone Stadium Zone Waterfront Zone City Centre Zone Evans Bay Marine Recreation Area Moa Point Road Seawall Area	1. Activity status: **Permitted** Where: a. Compliance is achieved with the permitted activity rules for land use activities in the underlying zone.
Airport Zone Port Zone Stadium	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of CE-R8.1.a is not achieved;

Zone Waterfront Zone City Centre Zone Evans Bay Marine Recreation Area Moa Point Road Seawall Area	Matters of discretion are: 1. The matters in CE-P6, PA-P1, PA-P2 and PA-P3.
All other Zones	3. Activity status: **Discretionary**

Legal effect

CE-R9	**Any activity not otherwise listed as permitted, restricted discretionary or discretionary:** **1. Within high coastal natural character areas**
All Zones	1. Activity status: **Discretionary** Section 88 information requirements for applications: Applications under this rule must provide the following in addition to the standard information requirements: 1. An assessment by a suitably qualified landscape architect to assess the proposal against the identified natural character values of the coastal environment in accordance with APP16.

Legal effect

CE-R10	**Extension of existing mining and quarrying activities within the coastal environment**
All Zones	1. Activity status: **Restricted Discretionary** Where: a. It is located outside of high coastal natural character areas and outside of coastal and riparian margins in the coastal environment. Matters of discretion are: 1. The effects of the activity on the natural character of the coastal environment; 2. Whether there is a functional or operational need for the activity to be located within the coastal environment; and 3. The matters in CE-P9.
All Zones	2. Activity status: **Non-complying** Where: a. Compliance with the requirements of CE-R10.1.a is not achieved.

Legal effect	**CE-R11**	**New quarrying and mining activities and new plantation forestry within the coastal environment**
All Zones	1. Activity status: **Non-complying**	

Rules: Buildings and structures activities

Legal effect	**CE-R12**	**Construction, addition or alteration of buildings and structures, within the coastal environment:** **1. Outside of high coastal natural character areas; and** **2. Outside of coastal and riparian margins.**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with the permitted activity rules for buildings and structures in the underlying zone.	
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of CE-R12.1.a is not achieved. Matters of discretion are: 1. The matters in CE-P2, PA-P2 and PA-P3.	
Legal effect	**CE-R13**	**Construction, addition or alteration of buildings and structures within the coastal environment:** ▪ **Within high coastal natural character areas**
All Zones	1. Activity status: **Restricted Discretionary** Where: a. A maximum of one building or structure per site; and b. Compliance with CE-S2 is achieved. Matters of discretion are: 1. The matters in CE-P2, CE-P4, PA-P1, PA-P2 and PA-P3; and 2. The effects on identified coastal natural character values and measures proposed to avoid, remedy or mitigate the adverse effects. Section 88 information requirements for applications: Applications under this rule must provide the following in addition to the standard information requirements: 1. An assessment by a suitably qualified landscape architect to assess the proposal against the identified natural character values of the coastal environment in accordance with APP16.	
All zones	2. Activity status: **Discretionary** Where:	

		a. Compliance with any of the requirements of CE-R13.1 is not achieved. Section 88 **information requirements** for applications: Applications under this rule must provide the following in addition to the standard information requirements: 1. An assessment by a suitably qualified landscape architect to assess the proposal against the identified natural character values of the coastal environment in accordance with APP16.

Legal effect

	CE-R14	**Additions and alterations to existing buildings and structures within in the coastal environment:** **1. Within coastal or riparian margins**
	All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with the permitted activity rules for buildings and structures in the underlying zone.
	All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of CE-R14.1.a is not achieved.; Matters of discretion are: 1. The matters in CE-P2, PA-P1, PA-P2 and PA-P3

Legal effect

	CE-R15	**Construction of new buildings and structures within in the coastal environment:** **1. Within coastal or riparian margins**
	Airport Zone Port Zone Stadium Zone Waterfront Zone City Centre Zone Evans Bay Marine Recreation Area	1. Activity status: **Permitted** Where: a. Compliance is achieved with the permitted activity rules for buildings and structures in the underlying zone.

Moa Point Road Seawall Area	
Airport Zone Port Zone Stadium Zone Waterfront Zone City Centre Zone Evans Bay Marine Recreation Area Moa Point Road Seawall Area	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of CE-R15.1.a is not achieved. Matters of discretion are: 1. The matters in, PA-P1, PA-P2 and PA-P3; 2. Any measures proposed to avoid, remedy or mitigate the adverse effects on the natural character of the coastal environment, including restoration or rehabilitation planting of indigenous vegetation; and 3. The functional or operational need for the activity to locate within the coastal or riparian margin.
All other Zones	3. Activity status: **Discretionary** Section 88 **information requirements** for applications: Applications under this rule must provide the following in addition to the standard information requirements: 1. An assessment by a suitably qualified landscape architect to assess the proposal against the identified natural character values of the coastal environment in accordance with APP16.

Rules — Coastal hazards

Operative

CE-R16	**Less hazard sensitive activities within all the Coastal Hazard Overlays**
All Zones	1. Activity status: **Permitted**

Legal effect

CE-R17	**Green infrastructure for the purposes of coastal hazard mitigation works undertaken by ~~a Crown entity~~ the Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited or Wellington International Airport Limited or their nominated contractor or agent within the Coastal Hazard Overlays**
All Zones	1. Activity status: **Permitted** Where: a. The works must be undertaken by either the Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited or Wellington International Airport Limited or their nominated contractors or agents ~~Crown entity, Regional or Territorial Authority or an agent on their behalf~~ for the express purpose of coastal hazard mitigation works.

Operative

CE-R18	Additions to buildings within the Coastal Hazard Overlays
All Zones	1. Activity status: **Permitted** Where: a. The additions are above the ground floor of a building containing a hazard-sensitive activity or potentially hazard sensitive activity within the City Centre Zone; b. The additions are to a building containing a hazard sensitive activity or potentially hazard sensitive activity in the low coastal hazard area; c. The additions are to a building containing a less hazard sensitive activity in either the low coastal hazard area, medium coastal hazard area or high coastal hazard area; d. The additions are to a building containing a potentially hazard sensitive activity in the medium coastal hazard area or to the ground floor of a building containing a hazard sensitive activity or potentially hazard sensitive activity within the City Centre Zone and they do not increase the building footprint by more than 100m^2; or e. The additions are to a building containing a hazard sensitive activity in the medium coastal hazard area and they do not increase the building footprint by more than 50m^2.
All Zones	2. Activity status: **Restricted discretionary** Where: a. Compliance with the requirements of CE-R18.1.d or CE-R18.1.e is not achieved; or b. The addition is to a building containing a potentially hazard sensitive activity or a hazard sensitive activity within a high coastal hazard area and is located outside of the City Centre Zone. Matters of discretion are: 1. The matters in CE-P14.

Legal effect

CE-R19	The construction of buildings or the conversion of existing buildings that will contain Airport purposes, operational port activities, passenger port facilities and rail activities within the Coastal Hazard Overlay
All Zones	1. Activity status: **Permitted** Where: a. It does not involve the construction of a building that would be occupied by more than 10 employees of the activity, or any members of the public; or It does not involve the conversion of an existing building into a building that would be occupied by more than 10 employees of the activity, or any members of the public.
All Zones	2. Activity status: **Restricted discretionary** Where:

		a. Compliance with the requirements of CE-R19.1 is not achieved Matters of discretion are: 1. The matters in CE-P21.
Operative	**CE-R20**	**The construction of buildings or the conversion of existing buildings that will contain potentially hazard sensitive activities or hazard sensitive activities within the City Centre Zone and are also within the medium and high coastal hazard areas**
	City Centre Zone	1. Activity status: **Permitted** Where: a. It does not involve the construction of a building that would be occupied by more than 10 employees of the activity, or any members of the public; or b. It does not involve the conversion of an existing building into a building that would be occupied by more than 10 employees of the activity, or any members of the public.
	City Centre Zone	1. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of CE-R20.1 is not achieved. Matters of discretion are: 1. The matters in CE-P23.
Operative	**CE-R21**	**Potentially hazard sensitive activities in the low coastal hazard area**
	All Zones	1. Activity status: **Permitted**
Operative	**CE-R22**	**The construction of buildings or the conversion of existing buildings that will contain hazard sensitive activities in the low coastal hazard area**
	All Zones	1. Activity Status: **Permitted** Where: a. The development does not involve the construction of a building or conversion of a building for childcare service, retirement village educational facility, hospital, emergency service facility or healthcare facility; or b. If the development involves the construction of a building or conversion of a building for residential units, the total number of residential units on a site is no more than three.
	All Zones	2. Activity Status: **Restricted Discretionary** Where: a. Compliance with the requirements of CE-R22.1.a or CE-R22.1.b is not achieved.

		Matters of discretion are: 1. The matter in CE-P16.
Operative	**CE-R23**	**The construction of buildings or the conversion of existing buildings that will contain potentially hazard sensitive activities in the medium coastal hazard area, excluding the City Centre Zone or Airport purposes, operational port activities, passenger port facilities and rail activities**
	All Zones	1. Activity Status: **Restricted Discretionary** Matters of discretion are: 1. The matters in CE-P17.
Operative	**CE-R24**	**Hard engineering natural hazards mitigation works in the high coastal hazard area**
	All Zones	1. Activity Status: **Permitted** Where: a. The works involve maintenance and repair of existing hard engineering natural hazard mitigation works; or b. Upgrades of existing hard engineering natural hazard mitigation works that protect existing regionally or nationally significant infrastructure that do not increase the footprint or height of the structure.
	All Zones	2. Activity Status: **Discretionary** Where: a. The works involve new hard engineering natural hazard mitigation works; or b. Upgrades to existing hard engineering natural hazard mitigation works cannot comply with CE-R24.1b.
Operative	**CE-R25**	**The construction of buildings or the conversion of existing buildings that will contain potentially hazard sensitive activities within the high coastal hazard area, excluding the City Centre Zone or Airport purposes, operational port activities, passenger port facilities and rail activities**
	All Zones	1. Activity status: **Discretionary**
Operative	**CE-R26**	**The construction of buildings or the conversion of existing buildings that will contain hazard sensitive activities within the medium coastal hazard area, excluding the City Centre Zone or Airport purposes, operational port activities, passenger port facilities and rail activities**
	All Zones	1. Activity status: **Discretionary**
Operative	**CE-R27**	**The construction of buildings or the conversion of existing buildings that will contain hazard sensitive activities within the high coastal hazard area, excluding the City Centre Zone or Airport purposes, operational**

		port activities, passenger port facilities and rail activities	
	All Zones	1. Activity status: **Non-Complying**	
Standards			
Legal effect	**CE-S1**	**Indigenous vegetation trimming or removal within in the coastal environment:** **1. Within high coastal natural character areas; or** **2. Within coastal or riparian margins**	
	All Zones	1. Indigenous vegetation removal must not exceed 50m^2 in total area per 12 month continuous period per site. The following are exempt from the maximum permitted area of removal: a. Vegetation removal addressing an imminent threat to people or property represented by deadwood, diseased or dying vegetation; b. Vegetation removal that is necessary to ensure the safe and efficient operation of any formed public accessway; c. Vegetation removal within 10 m from the external wall of an existing building; d. Vegetation removal within 1 m width either side of an existing fence or other structure; e. Vegetation removal of 2.5 m in total width for maintenance of public access track (where undertaken by WCC, GWRC or their agents); f. Vegetation removal that is required in accordance with sections 43 or 64 of the Fire and Emergency New Zealand Act 2017; and g. Customary harvesting.	Assessment criteria where the standard is infringed: 1. The effects on identified coastal natural character values and measures proposed to avoid, remedy or mitigate the adverse effects.
Legal effect	**CE-S2**	**New buildings and structures within the coastal environment:** **1. Within high coastal natural character areas**	
	All Zones	1. Buildings or structures in high coastal natural character areas must not exceed: a. A maximum height of 5 m above ground level; and b. A gross floor area of 50m^2 2. The exterior façade and roof must be finished in a colour that is contained within Groups A, B or C of BS5252 and that does not exceed a reflectance value	Assessment criteria where the standard is infringed: 1. Whether the building or structure and its scale and location is integrated into the landform to limit prominence and

	of 30%. (Note: Some colours in Groups A, B or C of BS5252 have a reflectance value of over 30% and are therefore not compliant.)	protect the identified values and characteristics and any measures to avoid, remedy or mitigate the adverse effects; and 2. The effect of the reflectivity and colour of external materials on the identified values and characteristics.

Unless identified as subject to appeal, all provisions in this chapter are operative as of 14 July 2025.

Te Oro

Noise

NOISE	Noise

Introduction

Effective management of noise and vibration is a key aspect of achieving good environmental outcomes throughout the City.

Noise is well recognised as a potential environmental pollutant and nuisance. It can adversely affect health and amenity values, interfere with communication, and disturb sleep and concentration. For those, and other reasons, noise is the subject of frequent complaints received by council. Wellington's relatively compact nature, and anticipated residential intensification in the city centre area and other mixed use areas, make noise management an ongoing and important issue.

The provisions of this chapter manage potential adverse noise effects that can arise from a diverse range of activities. In addition, section 16 of the RMA imposes a duty on all persons to avoid unreasonable noise (which includes vibration) by adopting the best practicable option (BPO), regardless of whether the activity complies with a standard or rule. Section 17 of the RMA further imposes a general duty to avoid, remedy or mitigate adverse noise effects. At all times the Council has a responsibility to exercise its powers under the RMA to ensure that the general duties of sections 16 and 17 are met. RMA Sections 326 and 327 are used by Wellington City Council to control excessive noise.

The objectives, policies, rules and standards of the Noise chapter are linked to zones and to specific activities. They take into account the level, duration and nature of noise — within the context of the surrounding environment and whether noise can be reasonably mitigated. The provisions identify where sound insulation is a requirement for new noise sensitive activities, and also limit the establishment of noise sensitive activities in some cases. Noise sensitive activities are defined by the District Plan. Mapped noise overlays are used in several cases to define areas in which noise effects from specific sources can be expected. Examples include the Air Noise Overlay and the Port Noise Overlay. Noise overlays may also prescribe limits to intensification of noise sensitive activities (such as new residential development) and / or acoustic insulation and ventilation standards to assist in managing the effects of noise received in the overlays. Noise advisory overlays are also used, but without any associated district plan rules or standards.

Other than where expressly provided for, the measurement of noise must be in accordance with New Zealand Standard NZS6801:2008 Acoustics — Measurement of Environmental Sound and New Zealand Standard NZS6802:2008 Acoustics — Environmental Noise. Some other standards are expressly provided for, such as NZS6803: 1999 Acoustics Construction Noise.

Some activities that generate noise are exempt from the noise rules set out in this chapter. This is because they are not controlled by the RMA, e.g. vehicles being driven on a road, or aircraft above 1,000 feet in flight over built up areas. In addition, the Civil Aviation Act 1990 imposes certain rules requiring noise abatement procedures for aircraft operating in the vicinity of Wellington International Airport.

The following activities are exempt from the rules and standards contained in this chapter. They are:

1. Aircraft being operated above 1,000 feet (305m) over built up areas, or above 500 feet (152m) over rural areas;
2. Aircraft used in emergencies or as air ambulances;
3. Vehicles being driven on a road (within the meaning of section 2(1) of the Transport Act 1998), or within a site as part of or compatible with a normal residential activity (including apartments or mixed use activity);
4. Trains on rail lines (public or private) and crossing bells within the road reserve, including at railway yards, railway sidings or stations. This exemption does not apply to the testing (when stationary), maintenance, loading or unloading of trains;
5. Any warning device or siren used by emergency services for civil defence or emergency purposes (and routine testing and maintenance);
6. The use of generators and mobile equipment (including vehicles) when used solely for civil defence or emergency purposes, including testing and maintenance not exceeding 48 hours in duration, where they are operated by emergency services or lifeline utilities, or for the continuation of radiocommunication broadcasts;
7. Rural activities, including, agricultural vehicles, machinery or equipment used on a seasonal or intermittent basis in the Rural Zones excluding any fixed plant;
8. Crowd or people noise from special events or temporary event activities including any events located in Open Space and Recreation Zones; and
9. Agricultural aviation activities.

Note: Where standards are provided for specific activities, and there is a conflict between those standards and the zone interface standards or zone standards, the specific activity standards will prevail. In addition, resource consent may be required for the activity that generates noise. Provisions controlling the establishment of those activities may be contained in other chapters of the district plan.

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance.

The noise provisions, while district wide, need to be considered in conjunction with zone specific chapters and their associated standards for activities. The relevant zone chapter will depend on the location of the activity.

Noise from temporary activities is addressed in the Temporary Activities Chapter.

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Noise emissions from activities at Wellington International Airport is primarily managed by Wellington International Airport Limited's Miramar South, Main Site and East Side Designations (WIAL2, WIAL4 and WIAL5). The rules set out in this chapter therefore only apply to the extent that the land subject to the designation is used for other than the designated purpose.

Objectives

NOISE-O1	**Managing noise generation and effects** Adverse noise effects on amenity values, and the health of people and communities are managed to levels consistent with the anticipated outcomes for the receiving environment.

NOISE-O2	**Reverse sensitivity** Existing and authorised activities that generate higher levels of noise are protected from reverse sensitivity effects.

Policies

NOISE-P1	**General management of noise** Enable the generation of noise from activities that: 1. Is consistent with the amenity values of the receiving environment; and 2. Does not compromise the health, safety and wellbeing of people and communities.
NOISE-P2	**Construction noise** Enable construction activities while ensuring that unreasonable noise and vibration effects are managed effectively.
NOISE-P3	**Higher noise areas** Allow for higher noise levels to be generated within: 1. High Noise Areas; 2. Moderate Noise Areas; 3. General Rural Zone; 4. Hospital Zone; 5. Tertiary Education Zone; 6. Stadium Zone; 7. Port Zone; and 8. Airport Zone.
NOISE-P4	**Acoustic and mechanical ventilation treatment of new buildings or alterations and additions to existing buildings used for noise sensitive activities** Require sound insulation and / or mechanical ventilation for new buildings or alterations and additions to existing buildings used for new noise sensitive activities within High Noise Areas and Moderate Noise Areas, consistent with the anticipated outcomes for each zone and/or Noise Area. The relevant acoustic insulation and ventilation standards are NOISE-S4, NOISE-S5 and NOISE-S6.
NOISE—P5	**Noise at Wellington Regional Stadium and the Basin Reserve** Require that activities at Wellington Regional Stadium and the Basin Reserve, other than special entertainment events authorised as temporary activities, are managed effectively to mitigate adverse noise effects on residential amenity.
NOISE—P6	**Development of noise sensitive activities** Manage the development of noise sensitive activities within: 1. High Noise Areas and Moderate Noise Areas; and 2. Buildings housing noise sensitive activities in High Noise Areas and Moderate Noise Areas where ventilation and acoustic insulation standards are not met. The relevant acoustic insulation and ventilation standards are NOISE-S4, NOISE-S5 and NOISE-S6.

	New or intensified noise sensitive activities will be discouraged, where the risk of reverse sensitivity effects on authorised compliant emitters of noise, and regionally significant infrastructure, in those areas cannot be appropriately managed.

Rules: Land use activities

NOISE-R1	**Noise not otherwise provided for in this chapter**
All Zones	1. Activity status: **Permitted** Where: a. Compliance with NOISE-S1 and APP4 is achieved.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of NOISE-R1.1.a is not achieved. Matters of discretion are: 1. The matters in NOISE-P1; and 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.
NOISE-R2	**Noise from construction, maintenance, earthworks, and demolition activities**
All Zones	1. Activity status: **Permitted** Where: a. All work will occur within the hours of 7.30am to 6.00pm Monday to Saturday; and b. Compliance with NOISE-S2 (Construction Activities) is achieved.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of NOISE-R2.1.a is not achieved. Matters of discretion are: 1. The matters in NOISE-P2;and 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.
NOISE-R3	**Construction of nNew buildings, ~~or alterations / additions to an existing building~~ to be used by a noise sensitive activity**
As specified in Rule	1. Activity status: **Permitted** Where compliance with NOISE-S4 (Acoustic Insulation) and NOISE-S6 (Mechanical Ventilation) is achieved: a. ~~Compliance with NOISE-S4 (High Noise Areas) and NOISE-S6 (Ventilation) is achieved w~~Within a High Noise Area for: i. One residential unit on a site in a residential zone. ~~ii. Alteration or addition to an existing habitable room.~~ iii. All r~~R~~esidential units within the Commercial and Mixed Use Zones group, unless they are within the Inner Air Noise

		Overlay. ~~(see APP4), except within the Inner Air Noise Overlay or the Mixed Use Zone.~~ b. Within a Moderate Noise Area for: i. Up to three residential units on a site in a residential zone. ii. All residential units within the Commercial and Mixed-Use Zone group. iii. Any other noise sensitive activity. Note: The number of residential units on a site includes any existing residential units.
	~~As specified in Rule~~	~~2. Activity status: **Permitted**~~ ~~Where:~~ ~~a. Compliance with NOISE-S5 (Moderate Noise Areas) and NOISE-S6 (Ventilation) is achieved within a Moderate Noise Area for:~~ ~~i. Up to three residential units on a site in a residential zone.~~ ~~ii. Alteration or addition to an existing habitable room.~~ ~~iii. Any other noise sensitive activity.~~ ~~iv. Residential units the Commercial and Mixed Use Zone Group (see APP4), except within the Mixed Use Zone.~~ ~~Note:~~ ~~1. The number of residential units on a site includes any existing residential units.~~ ~~2. Unless otherwise restricted by zone or overlay based rules, there is no limit on the number of units per site on land further than 40m from a State Highway that has a posted or maximum variable speed limit equal to or less than 70 km/hour.~~
	All Zones	3. 2. Activity status: **Restricted Discretionary** Where compliance with NOISE-S4 (Acoustic Insulation) and NOISE-S6 (Mechanical Ventilation) is achieved: a. ~~Compliance with NOISE-S4 and NOISE-S6 is achieved~~ Within a High Noise Area site for: i. Two residential units on a site in a residential zone. ii. Residential units within both the Inner Air Noise Overlay, and the Commercial and Mixed-Use Zone group. ~~Mixed Use Zone.~~ iii. Visitor accommodation. b. ~~Compliance with NOISE-S5 and NOISE-S6 is achieved~~ Wwithin a Moderate Noise Area site for: i. Four or more residential units in a residential zone. ~~ii. Residential units in the Mixed Use Zone.~~ Matters of discretion are: 1. The matters of assessment in NOISE-S4~~, NOISE-S5~~ and NOISE-S6. 2. The ability to achieve acceptable outdoor amenity. 3. Any proposed mitigation of noise, in accordance with a best practicable option approach (e.g., site layout and design, design and location of structures and buildings and outdoor amenity areas). 4. Sensitivity of the activities activity to current and predicted future noise generation from authorised compliant emitters of noise. 5. The risk of reverse sensitivity effects on regionally significant infrastructure. 6. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard. Note: 1. The number of residential units on a site includes any existing residential units. 2. An operator of regionally significant infrastructure whose project, work or

		operations generate noise within a High Noise Area, may be considered an affected party for applications in that Area.
		4. 3. Activity status: **Discretionary** Where: ~~a. Compliance with NOISE-S4 and NOISE-S6 is achieved within a High Noise Area site for:~~ ~~i. Three or more residential units on a site in a residential zone.~~ ~~ii. Alteration or addition to an existing residential unit that increases the existing number of bedrooms.~~ ~~iii. Any noise sensitive activity not otherwise permitted.~~ b. ~~On any site~~ a. Within a High or Moderate noise area: i. Compliance with the requirements of NOISE-R3.1 or NOISE-R3.2 is not ~~otherwise~~ achieved. Note: ~~1. The number of residential units on a site includes any existing residential units.~~ 2. 1. An operator of regionally significant infrastructure whose project, work or operations generate noise within a High Noise Area, may be considered an affected party for applications in that Area.
NOISE-R3a		Additions and alterations to, and conversions of, existing buildings to be used by a noise sensitive activity
	High Noise Areas Moderate Noise Areas	1. Activity status: **Permitted** Where compliance with NOISE-S4 (Acoustic Insulation) and NOISE-S6 (Mechanical Ventilation) is achieved: a. Where compliance with NOISE-S4 (Acoustic Insulation) and NOISE-S6 (Mechanical Ventilation) is achieved, or: b. Additions and alterations, where no new bedrooms are created, and these additions and alterations: i. Do not increase the floor area by more than 10%; or ii. Do not add or alter building elements listed in the minimum construction tables I & II; and c. Additions and alterations to existing habitable rooms must maintain the level of acoustic insulation of the affected room prior to works being undertaken.
	High Noise Areas Moderate Noise Areas	2. Activity status: Restricted Discretionary a. Where here compliance with NOISE-R3a.1 is not achieved. Matters of discretion are: 1. The matters of assessment in NOISE-S4 (Acoustic Insulation) and NOISE-S6 (Mechanical Ventilation). 2. The ability to achieve acceptable outdoor amenity. 3. Any proposed mitigation of noise, in accordance with a best practicable option approach (e.g., site layout and design, design and location of structures and buildings and outdoor amenity areas). 4. Sensitivity of the activities activity to current and predicted future noise generation from authorised compliant emitters of noise. 5. The risk of reverse sensitivity effects on regionally significant infrastructure. 6. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.
NOISE-R4	**Helicopter landing noise ~~and Agricultural Aviation~~**	

	Hospital Zone Airport Zone	1. Activity status: **Permitted** Note: The likelihood of noise arising from helicopter activity in the area surrounding Wellington Regional Hospital (Newtown) is signalled by a mapped noise advisory overlay. Aircraft (which includes helicopters) used in emergencies or as air ambulances, are exempt from the provisions of the Noise chapter. There are no associated standards.
	All other Zones	2. Activity status: **Permitted** Where: a. Compliance with the recommended limits and noise management provisions as set out in NZS6807:1994 Noise Management and Land Use Planning for Helicopter Landing Areas is achieved.
	All other Zones	3. Activity status: **Discretionary** Where: a. Any of the requirements of NOISE-R4.2 are not achieved.
NOISE-R5		**Noise from Wellington Regional Stadium and the Basin Reserve**
	Stadium zone Basin Reserve	1. Activity status: **Permitted** Where: a. The noise is from Wellington Regional Stadium or the Basin Reserve; and i. Compliance with NOISE-S1 and APP4 is achieved; or ii. Compliance with TEMP-S8 or TEMP-S9 is achieved.
	Stadium zone Basin Reserve	2. Activity status: **Restricted Discretionary** Where: a. Compliance with NOISE-R5.1.a is not achieved**.** Matters of discretion are: 1. Whether noise emission levels would increase the background noise levels for a noise sensitive activity, creating a noise nuisance for the occupants of a noise sensitive site; 2. Whether the sound characteristics of the noise emissions or the time of day at which noise occurs is likely to lead to sleep disturbance or other form of nuisance associated with noise; 3. The manner in which buildings, structures or machinery are designed and arranged to reduce the noise emission levels likely to emanate from the noise source; and 4. The best practicable options available to reduce the adverse effects of the noise.
NOISE-R6		**Fixed plant noise**
	All Zones	1. Activity status: **Permitted** Where: a. Compliance with NOISE-S7 and APP5 is achieved; or b. The noise is generated by fixed plant used solely for emergency or civil defence purposes; or

		c. The noise is generated by fixed plant in relation to Operational Port Activities, and: i. Only operates for maintenance between 8:00am and 5:00pm weekdays; and ii. Compliance with NOISE-S1 and APP5 is achieved.
	All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of NOISE-R6.1 is not achieved. Matters of discretion are: 1. The matters in NOISE-P1; and 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.
NOISE-R7		**Commercial facility dog noise (day care, dog parks, boarding kennels)**
	As specified in rule	1. Activity status: **Permitted** Where: a. Compliance is achieved with NOISE-S1 and APP4 within: i. General Rural zone; ii. Large Lot Residential zone; iii. General Industrial zone; iv. City Centre zone; v. Metropolitan Centre zone; vi. Mixed use zone; vii. Local Centre zone; viii. Neighbourhood Centre zone; and b. The hours of operation are between 7:00am and 7:00pm, all days of the week; and c. Operation does not include overnight boarding and / or outdoor facilities for overnight stay.
	All other Zones	2. Activity status: **Discretionary** Where: a. Any of the requirements of NOISE-R7.1 is not achieved.
NOISE-R8		**Shooting range and firearm noise**
	Airport Zone General Rural Zone	1. Activity status: **Permitted** Where: a. In the Airport Zone, shooting is: i. For the purposes of wildlife management in respect of aircraft safety; and ii. Complies with any terms set by the Airport Noise Management Plan (ANMP). b. In the General Rural Zone is for the purpose of conservation activities or informal recreation activities.
	All Zones	2. Activity status: **Discretionary** Where:

		a. Any of the requirements of NOISE-R8.1 is not achieved. b. Shooting range or firearm noise otherwise occurs and is not subject to provisions of the Temporary Activities chapter.
NOISE-R9	**Blasting noise**	
	All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with NOISE-S2 (Blasting); and b. The activity is a quarrying activity.
	Quarry Zone	2. Activity status: **Permitted** Where: a. Compliance is achieved with NOISE-S2 (Kiwi Point Quarry); and b. The activity is a quarrying activity; and c. Located in the Special Purpose Quarry Zone (Kiwi Point Quarry)
	All Zones	3. Activity status: **Restricted Discretionary** Where: a. Compliance is not achieved with NOISE-R9.1.a or NOISE-R9.1.b Matters of discretion are: 1. Peak noise levels from blast events; 2. The frequency and the number of blast events; 3. The number of blasts per year; 4. The extent to which noise and vibration effects from blasting activities are minimised; and 5. Whether surrounding property owners will be notified of blasting events in advance of the activity.
NOISE-R10	**Home business noise**	
	All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with NOISE-S2 (Home Business Activity) and APP4.
	All Zones	2. Activity status: **Discretionary** Where: a. Any of the requirements of NOISE-R10.1 are not achieved.
NOISE-R11	**Electronic sound system noise**	
	Commercial and Mixed Use Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with NOISE-S2 (Electronic Sound System Noise).
	All Zones	2. Activity status: **Discretionary**

		Where: a. Any of the requirements of NOISE-R11.1 are not achieved.
	NOISE-R12	**Port noise**
	All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with NOISE-S1 and APP4.
	All Zones	2. Activity status: **Discretionary** Where: a. Compliance with NOISE-R12.1 is not achieved.
	NOISE-R13	**Airport noise**
	Airport Zone	1. Activity status: **Permitted** Where: a. Compliance is achieved with the following standards: i. NOISE-S8; ii. NOISE-S9; iii. NOISE-S10; iv. NOISE-S11; v. NOISE-S12; vi. NOISE-S13.
	Airport Zone	2. Activity status: **Restricted Discretionary** Where: a. Compliance is not achieved with NOISE-R13.1.a (except in relation to NOISE-S9); Matters of discretion are: 1. Relevant matters listed in NOISE-P1; 2. The degree to which noise emissions can be reduced through mitigation or management measures, changes in the location, or methods of operation of the activity; 3. Whether the proposal will have any adverse effects on the health and safety of people; and 4. The effects of the type, intensity and duration of the noise emitted from any activity. 5. Relevant matters in the Airport Noise Management Plan (ANMP) — see NOISE-S3.
	Airport Zone	3. Activity status: **Non-complying** Where: a. Compliance is not achieved with: i. NOISE-S9 b. Noise from any land based activity in the Airport Zone exceeds the limits in NOISE-S12 by more than 5dB. Notification Status**:** An application for resource consent made in respect of this rule

	must be publicly notified.	
Standards — Permitted activity noise and sound insultation standards		
NOISE-S1	**Maximum permitted activity noise levels by zone**	
1. Subject to any Temporary Activity exclusions in the District Plan, or conditions of a resource consent or designation, noise generated by any activity in all zones must not exceed permitted noise limits within the receiving zone set out in APP4 — Permitted Noise Standards.		Assessment criteria where the standard is infringed: 1. Background noise levels and any special character of noise from any existing activities, the nature and character of any changes to the sound received at any receiving site and the degree to which such sounds are compatible with the surrounding activities; 2. Any mitigation of the noise proposed, in accordance with a best practicable option approach (e.g. site layout and design, design and location of structures, buildings and equipment and the timing of operations); and 3. The ability to mitigate adverse effects through the imposition of conditions such as noise attenuation.
NOISE-S2	**Maximum permitted noise levels by activity**	
1. Construction activities	The noise from any construction, maintenance, earthworks and demolition activities must be measured, assessed, managed and controlled in accordance with the requirements of NZS6803:1999 Acoustics Construction Noise. Noise due to the following activities shall be exempt from compliance: 1. Urgent repair of utilities to maintain continuity of service, to protect life or limb or minimise or prevent loss or serious damage to property. 2. In the City Centre Zone, where the best practicable option to reduce noise to a reasonable level requires construction work to be undertaken outside normal working hours. The vibration from any construction, maintenance, earthworks and demolition activities must be measured, assessed, managed and controlled in accordance with the requirements of DIN 4150-3:2016 Structural Vibration — Part 3: Effects of Vibration on Structures Nothing in this Standard shall be used to prevent emergency work from taking place.	Assessment criteria where the standard is infringed: 1. Background noise levels and any special character of noise from any existing activities, the nature and character of any changes to the sound received at any receiving site and the degree to which such sounds are compatible with the surrounding activities; 2. Any mitigation of the noise proposed, in accordance with a best practicable option approach (e.g. site layout and design, design and location of structures, buildings and equipment and the timing of
2. Blasting	Peak noise levels from blasting activities must	

	not exceed the following when measured within the notional boundary of any building set out in NOISE-S2 (Blasting) 1, 2 or 3, below: 1. Occupied noise sensitive activity and visitor accommodation: a. permissible blasting time window: 7:00am to 7:00pm; and b. number of blasts per year: ≤ 20; and i. maximum peak sound level of 120 dB L_{Zpeak}; or c. number of blasts per year: >20; and i. maximum peak sound level of 115 dB L_{Zpeak}; or 2. Occupied commercial and industrial buildings: a. permissible blasting time window: All hours of occupation; and b. no limit on number of blasts per year; and i. maximum peak sound level of 125 dB L_{Zpeak}; or 3. Unoccupied buildings a. permissible blasting time window: All times; and b. no limit on the number of blasts per year; and c. all blasts comply with a maximum peak sound level of 140 dB L_{Zpeak}.	operations); and 3. The ability to mitigate adverse effects through the imposition of conditions such as noise attenuation.
3. Kiwi Point Quarry	1. Peak noise from blasting activities must not exceed the levels set out in NOISE-S2 (Blasting) when measured within the notional boundary of any building. 2. Blasting of faces for crushed rock production may only occurs between 10.00am and 2.00pm weekdays. 3. In all cases, for the northern face residents of Tarawera Road, Plumer Street, 113, 130, 166, 170 and 175 Fraser Avenue, and 146 Burma Road, and for the southern face the residents of 25-46 Gurkha Crescent, Shastri Terrace and 6-28 (even numbers) Imran Terrace and the abattoir operator must be notified by mail, by email or by other electronic means no less than one week in advance of blasting. 4. Blasting must be immediately preceded by a siren or hooter with a sound which distinguishes it from normal Police, Ambulance or Fire Service sirens.	

4. Home business activity	Noise generated by any home business activity (or noise source associated with the work from home business activity), when measured at or within the boundary of any site, other than the site from which the noise is emitted, must comply with the noise limits stated in NOISE-S1 and APP4.	
5. Electronic sound system noise	Electronic sound systems within the Commercial and Mixed Use zones must comply with the below: 1. Within the Commercial and Mixed Use zones, noise emission levels in any public space (including streets and parks) generated by electronic sound systems must not exceed 75dB $L_{Aeq\ (2\ minutes)}$. In any event the measurements must be made no closer than 0.6 metres from any part of a loudspeaker and at a height no greater than 1.8 metres (representative of the head of a passer-by). 2. The measured level(s) under NOISE-S2 (Electronic sound systems) shall have no adjustments for Special Audible Characteristics (SAC's) when assessed in accordance with New Zealand Standards NZS 6802:2008 Acoustics — Environmental Noise	

NOISE-S3	**Noise management plans**	
Port Activities	1. The port company (CentrePort) must at all times operate in accordance with a Port Noise Management Plan, which must include but is not limited to the matters set out below. The Port Noise Management Plan must be developed to the satisfaction of Wellington City Council and Greater Wellington Regional Council. 2. The port company must undertake a noise monitoring programme annually (once every calendar year) to ensure that noise from port related activities comply with NOISE-S1 at the Port Noise Control Line. This monitoring will be undertaken in accordance with the 'CentrePort Noise Management Plan for CentrePort Ltd' (dated December 2008) and the information shall be reported to Wellington City Council's Compliance Manager. 3. The Port Noise Management Plan must: a. State the objectives of the Management Plan. b. Identify all significant noise sources from port activities undertaken by the port within the Port Zone and the adjacent Coastal Marine Area. c. Identify the best practical options to ensure the emission of noise does	

	not exceed the noise levels specified in NOISE-S1. d. Identify techniques that will be considered to reduce the emission of noise over time and indicate which of these techniques will be adopted to achieve realistic objectives in managing noise. e. Explain how the port company will take noise effects into account in the design and location of new, altered or extended port activities. f. Identify how the port company will work with independent companies and external contractors to ensure that transport noise and noise from other activities within the port area will be kept to a minimum practical noise level. g. Identify procedures for noise reduction through the port company's staff and contractor training. h. Provide for the establishment and maintenance of a Port Noise Liaison Committee (the port company may provide for this function within the operation of its Environmental Consultative Committee). i. (List the Port Noise Liaison Committee functions; and the procedures for the recommendations of the Committee to be considered and determined by the port company. j. Detail procedures for receiving and deciding on complaints. k. Detail procedures for noise monitoring, auditing and reporting. l. Include procedures for the review and alteration of the Port Noise Management Plan.	
NOISE-S4	**Acoustic insulation ~~— high noise areas~~**	
~~High Noise Areas~~ As specified in the standard	1. ~~Except as provided for in (2), a~~Any habitable room in a building to be used by a noise sensitive activity ~~in a new building~~ must be designed, constructed, and maintained to achieve a minimum external to internal noise reduction for habitable rooms of not less than: ~~35 dB $D_{tr,2m,nT,w}$ + C_{tr}~~. a. In moderate noise areas: 30 dB $D_{tr,2m,nT,w}$ + C_{tr} b. In high noise areas: 35 dB $D_{tr,2m,nT,w}$ + C_{tr}. ~~2. Any alteration or addition to a habitable room used by a noise sensitive activity within an existing building, which does not increase the floor area of the affected room by more than 10%, providing that the addition or~~	Assessment criteria where the standard is infringed: 1. Background noise levels and any special character of noise from any existing activities, the nature and character of any changes to the sound received at any receiving site and the degree to which such sounds are compatible with the surrounding activities; 2. Adverse effects on

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	~~alteration does not increase the number of bedrooms or sleeping rooms.~~ 3. Compliance with ~~this standard~~ NOISE-S4 must be achieved by ensuring habitable rooms are designed and constructed in a manner that accords with: a. For high noise areas: Table II - Minimum construction requirements necessary to achieve an advanced external sound insulation level of $D_{tr,2m,nT,w} + C_{tr}$; b. For moderate noise areas: Table I - Minimum construction requirements necessary to achieve a moderate external sound insulation level of $D_{tr,2m,nT,w} + C_{tr}$; or ~~c. Table II — Minimum construction requirements for external building elements of habitable rooms to achieve an advanced level of acoustic insulation; or~~ c. An acoustic design certificate signed by a suitably qualified and experienced acoustic expert stating the design proposed will achieve compliance with this standard. 4. Acoustic insulation must be assessed in accordance with ISO 717-1:2020 Acoustics — Rating of sound insulation in buildings and of building elements — Part 1: Airborne sound insulation. 5. Works are exempt from compliance with NOISE-S4.1 (Acoustic Insulation) and NOISE-S6 (Mechanical Ventilation)~~The requirements of (a) above do not apply~~ where an acoustic design certificate signed by a suitably qualified and experienced acoustic expert, confirms the level of noise incident on the most exposed part of the exterior of any habitable room can be shown, under a reasonable maximum use scenario, does not exceed the following outdoor noise limits at all points 1.5m above ground level, and any part of the floor levels above ground: a. less than 55 dB L_{Aeq} (1h) for rail noise in the rail designation setback noise areas; and ~~or~~ b. Less than 57 dB L_{Aeq} (24h) for highway noise in the state highway designation setback noise area; and ~~or~~ c. Less than 57 dB L_{dn} for port noise in the port noise areas. Notes: 1. NOISE-S4~~This standard~~ applies in addition to, and does not affect the requirements of, the Building Act 2004.	health and amenity indoors for occupants of buildings containing noise sensitive activities; 3. The ability to achieve acceptable outdoor acoustic amenity; 4. Any mitigation of the noise proposed, in accordance with a best practicable option approach (e.g. site layout and design, design and location of structures, buildings and equipment and the timing of operations); 5. The ability to mitigate adverse effects through the imposition of conditions such as noise attenuation; and 6. In relation to a heritage building or a contributing building within a heritage area, the extent to which it is practicable to insulate to the required standard without detracting from identified heritage values.

	2. Distances from a state highway or railway corridor shall be measured from the closest habitable room to the closest point of a state highway or railway designation. 3. 'Reasonable maximum use scenario' shall be the level of noise incident on the exterior of the habitable room based on: a. Rail noise — 70 L_{Aeq}(1h) at a distance of 12 metres from the track, then deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres. b. Highway noise — The current day measured or predicted road traffic noise level L_{Aeq} (24 h) plus 2 dB. c. Port noise — The maximum permitted port noise L_{dn} level based on the location of the Port Noise Control Line. Port noise sources shall be deemed to be operating within wharf areas. 4. Compliance with NOISE-S4.3.a or NOISE-S4.3.b must be achieved by submitting a set of building plans and specifications, as well as a completed construction table for each habitable room. This must include the material / product name, thickness and mass.	
~~**NOISE-S5**~~	~~**Acoustic insulation — moderate noise areas**~~	
~~Moderate Noise Areas~~	~~1. Except as provided for in (2), any habitable room in a building used by a noise sensitive activity in a new building must be designed, constructed, and maintained to achieve a minimum external to internal noise reduction for habitable rooms of not less than 30 dB $D_{tr,2m,nT,w}$ + C_{tr}.~~ ~~2. Any alteration or addition to a habitable room used by a noise sensitive activity within an existing building, which does not increase the floor area of the affected room by more than 10%, providing that the addition or alteration does not increase the number of bedrooms or sleeping rooms.~~ ~~3. Acoustic insulation must be assessed in accordance with ISO 717-1:2020 Acoustics — Rating of sound insulation in buildings and of building elements — Part 1: Airborne sound insulation.~~ ~~4. Compliance with this standard must be achieved by ensuring habitable rooms are designed and constructed in a manner that accords with:~~ ~~a. Table I — Minimum construction requirements for external building elements of habitable rooms to achieve a moderate level of acoustic insulation; or~~	~~Assessment criteria where the standard is infringed:~~ ~~1. Background noise levels and any special character of noise from any existing activities, the nature and character of any changes to the sound received at any receiving site and the degree to which such sounds are compatible with the surrounding activities;~~ ~~2. Adverse effects on health and amenity indoors for occupants of buildings containing noise sensitive activities;~~ ~~3. The ability to achieve acceptable outdoor acoustic amenity;~~ ~~4. Any mitigation of the noise proposed, in accordance with a best practicable option~~

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	~~b. an acoustic design certificate signed by a suitably qualified and experienced acoustic expert stating the design proposed will achieve compliance with this standard.~~ ~~5. The requirements of 3(a) above do not apply where an acoustic design certificate signed by a suitably qualified and experienced acoustic expert, confirms the level of noise incident on the most exposed part of the exterior of any habitable room can be shown, under a reasonable maximum use scenario, does not exceed the following noise limits at all points 1.5m above ground level, and any part of the floor levels above ground:~~ ~~a. Less than 55 dB L_{Aeq} (1h) for rail noise; or~~ ~~b. Less than 57 dB L_{Aeq} (24h) for highway noise; or~~ ~~c. Less than 57 dB L_{dn} for port noise.~~ ~~Notes:~~ ~~1. This standard applies in addition to, and does not affect the requirements of, the Building Act 2004.~~ ~~2. Distances from a state highway or railway corridor shall be measured from the closest habitable room to the closest point of a state highway or railway designation.~~ ~~3. 'Reasonable maximum use scenario' shall be the level of noise incident on the exterior of the habitable room based on:~~ ~~a. Rail noise — 70 L_{Aeq}(1h) at a distance of 12 metres from the track, then deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.~~ ~~b. Highway noise — The current day measured or predicted road traffic noise level L_{Aeq} (24 h) plus 2 dB.~~ ~~c. Port noise — The maximum permitted port noise L_{dn} level based on the location of the Port Noise Control Line. Port noise sources shall be deemed to be operating within wharf areas.~~	~~approach (e.g. site layout and design, design and location of structures, buildings and equipment and the timing of operations);~~ ~~5. The ability to mitigate adverse effects through the imposition of conditions such as noise attenuation; and~~ ~~6. In relation to a heritage building or a contributing building within a heritage area, the extent to which it is practicable to insulate to the required standard without detracting from identified heritage values~~
NOISE-S6	**Ventilation requirements**	
All Zones ~~High Noise Areas~~ ~~Moderate Noise Areas~~	1. The minimum external to internal noise reduction levels in NOISE-S4 ~~and NOISE-S5~~ must be achieved at the same time as the ventilation requirements of the New Zealand Building Code. Minimum ventilation standards are set out below for habitable rooms classified into one of two possible categories as follows: a. Habitable rooms with ventilation provisions ~~openable windows sufficient in area~~ to meet the	Assessment criteria where the standard is infringed: 1. The ability to achieve acceptable indoor ventilation, internal temperatures and acoustic amenity; 2. Any mitigation of the proposed ~~ventilation~~ noise from heating,

	ventilation requirements of the New Zealand Building Code; and b. All other habitable rooms requiring to be acoustically insulated under NOISE-S4 ~~and NOISE-S5~~. 2. Where habitable rooms are provided with windows openable to the outside environment sufficient in area to meet the ventilation requirements of the New Zealand Building Code, and where these windows must remain closed to achieve compliance with NOISE-S4 ~~and NOISE-S5~~ acoustic insulation standard~~s~~, the room shall meet the following minimum requirements; a. The room is to be provided with a mechanical ventilation system compliant with section 1.5 Mechanical Ventilation of New Zealand Building Code G4/AS1 ~~with air flow rates adjustable by the occupant in increments up to a high air flow setting of at least three air changes per hour~~; and b. The room is provided with cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C when assessed using the NIWA 2.5% design weather condition for the applicable location; and c. Any heating, ventilation, and air conditioning ~~ventilation~~ system installed in compliance with NOISE-S6.2.a and NOISE-S6.2.b ~~above~~ must not generate noise at levels greater than 35 dB L_{Aeq} (30s) when measured 1 metre from any ~~grille or diffuser~~ inlet/outlet when operating at the maximum required duty. 3. Excluding habitable rooms qualifying under NOISE-S6.2 ~~(2) above~~, i.e. where opening windows do not meet the ventilation requirements of the New Zealand Building Code, or are not provided, minimum heating, ventilation and air conditioning system requirements for habitable rooms requiring to be acoustically insulated under NOISE-S4 ~~and NOISE-S5~~ are set out as follows; a. Heating, ventilation, and air conditioning systems compliant with sections NOISE-S6.2.a - c; and b. The mechanical ventilation system referred to in NOISE-S6.2.a shall be able to supply	ventilation and air conditioning systems, in accordance with a best practicable option approach; 3. The ability to mitigate adverse effects through the imposition of conditions; and 4. In relation to a heritage building or a contributing building within a heritage area, the extent to which it is practicable to achieve ventilation to the required standard without detracting from identified heritage values

	outside air at an adjustable rate from the New Zealand Building Code G4 minimum ventilation rate up to 1 room air change per hour. ~~a. The room is to be provided with a mechanical ventilation system with air flow rates adjustable by the occupant in increments up to a high air flow setting of at least six air changes per hour, with relief provided for equivalent volumes of spill air; and~~ ~~b. The room is provided with cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and~~ ~~c. Any ventilation system installed in compliance with (a) and (b) above must not generate noise at levels greater than 35 dB L_{Aeq} (30s) when measured 1 metre from any grille or diffuser up to maximum flow rate of three air changes per hour.~~ 4. Alternative to NOISE-S6.2 and NOISE-S6.3, compliance with this standard must be achieved with a design certificate verified by a suitably qualified and experienced Engineer stating the design proposed will provide ventilation and internal space temperature controls to meet or exceed the outcomes described in NOISE-S6.2 and NOISE-S6.3. ~~Confirmation of compliance with this standard will be required by a qualified professional.~~ ~~5. Mechanical ventilation systems shall include Filter Class of at least ISO Coarse 70%, and the filter shall be readily serviceable.~~ 6. Ducting that is inaccessible shall be rigid, flexible ducting shall only be used where accessible. ~~Where ventilation ducting is built in and not serviceable, it shall be rigid.~~ 7. Any concealed equipment shall be provided access for servicing. ~~Where ventilation ducting is serviceable, it may be flexible, it shall be rigid.~~ Note: This standard applies in addition to, and does not affect the requirements of, the Building Act 2004.	
NOISE-S7	**Fixed plant noise**	
All Zones	1. Noise generated by fixed plant noise must not exceed the noise limits set out in APP5 — Fixed Plant Noise Standards.	Assessment criteria where the standard is infringed:

		1. Background noise levels and any special character of noise from any existing activities, the nature and character of any changes to the sound received at any receiving site and the degree to which such sounds are compatible with the surrounding activities; 2. Management of effects from the activities with regard to the matters set out in NOISE-P2; 3. Any mitigation of the noise proposed, in accordance with a best practicable option approach (e.g. site layout and design, design and location of structures, buildings and equipment and the timing of operations); and 4. The ability to mitigate adverse effects through the imposition of conditions such as noise attenuation.
NOISE-S8	**Hours of aircraft operation**	
Airport Zone	1. Domestic aircraft operations shall not occur during the following hours: a. midnight (12am) to 6am. 2. International aircraft operations shall not occur during the following hours: a. Midnight to 6am for departures. b. 1am to 6am for arrivals. 3. No aircraft shall operate under their main engine power within the East Side Precinct between the hours of 10pm and 7am. Except: 4. Disrupted flights where aircraft operations are permitted for an additional 30 minutes; 5. In statutory holiday periods where operations are permitted for an additional 60 minutes; 6. For the purposes of this condition, statutory holiday period means: a. The period from 25 December to 2 January, inclusive. Where 25 December falls on either a Sunday or Monday, the period includes the entire of the previous weekend. Where 1 January falls on a weekend, the period includes the	Assessment criteria where the standard is infringed: 1. Type, intensity and duration of the noise; 2. Number of annual occurrences; 3. Mitigation or management measures; 4. Health and safety; and 5. Effects on internal and external noise amenity for residential units outside the Airport zone. In assessing noise effects, data may be used from a continuous noise monitoring station established to confirm compliance and may also be obtained from other locations.

	two subsequent working days. Where 2 January falls on a Friday, the period includes the following weekend. b. The Saturday, Sunday and Monday of Wellington Anniversary weekend, Queens Birthday Weekend, and Labour Weekend. c. Good Friday to Easter Monday inclusive. d. Matariki Day. e. Waitangi Day. f. ANZAC Day. g. Any other day decreed as a national statutory holiday. h. Where Matariki Day, Waitangi Day or ANZAC Day falls (or is recognised) on a Friday or a Monday, the adjacent weekend is included in the statutory holiday period. i. The hours from midnight to 6am immediately following the expiry of each statutory holiday period defined above. 7. Aircraft using the Airport as a planned alternative to landing at a scheduled airport, but which shall not take-off unless otherwise permitted; 8. Aircraft landing in an emergency; 9. The operation of emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs, or medical personnel in a medical emergency; 10. The operation of unscheduled flights required to meet the needs of any state of emergency declared under the Civil Defence Emergency Management Act 2002 or any international civil defence emergency; 11. Aircraft carrying heads of state and/or senior dignitaries acting in their official capacity or other military aircraft operations; 12. No more than 4 aircraft movements per night with noise levels not exceeding 65 dB L_{AFmax} (1 sec) at or beyond the edge of the Air Noise Boundary.	
NOISE-S9	**Engine testing noise**	
Airport Zone	1. There shall be no aircraft engine testing in the East Side Precinct, or in the area shown by Attachment 4 of designation WIAL4. 2. Engine testing shall adhere to the following: a. Testing shall only be undertaken during the hours of 6am to 8pm; b. For essential unscheduled maintenance, testing is able to occur between 8pm and 11pm and where these events do occur, they shall be reported to the Airport Noise	Assessment criteria where the standard is infringed: 1. Type, intensity and duration of the noise; 2. Mitigation or management measures; 3. Health and safety; and 4. Effects on internal and external noise amenity for residential units

	Management Committee (ANMC) on an annual basis; c. To operate an aircraft within flying hours but provided the engine run is no longer than required for normal procedures, which for the purpose of this condition, shall provide solely for short duration engine runs by way of flight preparation while the aircraft is positioned on the apron; 3. Restrictions on engine testing from 11pm to 6am do not apply if engine testing can be carried out in compliance with all of the following: a. measured noise levels do not exceed 60 dB L_{Aeq} (15 min) at or within the boundary of any residential zone; b. measured noise levels do not exceed 75 dB LAF_{max} at or within the boundary of any residential zone; c. noise levels shall be measured in accordance with NZS6801: 2008 Acoustics Measurement of Environmental Sound; d. the total number of engine test events relating to aircraft using the Airport as an alternate landing site shall not exceed 18 in any consecutive 12 month period; e. the total duration of engine test events using the Airport as an alternate landing site shall be no more than 20 minutes.	outside the Airport zone. In assessing noise effects, data may be used from a continuous noise monitoring station established to confirm compliance and may also be obtained from other locations
NOISE-S10	**Noise from ground power units and auxiliary power units (Main site)**	
Airport Zone (Main Site)	1. The operation of ground power units (GPUs) and auxiliary power units (APUs) within the Airport (excluding East Side Precinct), when measured at any adjoining Residential zone, shall not exceed the following limits: a. Monday to Saturday 7am to 10pm 55 dB L_{Aeq} (15 min) b. At all other times 45 dB L_{Aeq} (15 min) c. All days 10pm to 7am 75 dB LAF_{max} Except: 1. Aircraft under tow; 2. The first 60 minutes after an aircraft has stopped on the gate, unless the Pilot of an Aircraft requires a longer duration due to operational or public health and safety reasons; 3. 60 minutes prior to scheduled departure unless the Pilot of an Aircraft requires a longer duration due to operational or public health and safety reasons; 4. The use of APUs to provide for engine	Assessment criteria where the standard is infringed: 1. Type, intensity and duration of the noise; 2. Number of annual occurrences; 3. Mitigation or management measures; 4. Health and safety; and 5. Effects on internal and external noise amenity for residential units outside the Airport zone. In assessing noise effects, data may be used from a continuous noise monitoring station established to confirm compliance and may also be obtained from other locations.

	testing.	
NOISE-S11	**Noise from ground power units and auxiliary power units (East Side)**	
Airport Zone (East Side)	1. There shall be no operating of APUs on land within the East Side Precinct between the hours of 10pm and 7am, apart from aircraft under tow. Where aircraft are under tow the use of the APU shall cease as soon as reasonably practicable after completion of the tow. 2. The operation of APUs on land within the East Side Precinct shall be restricted to a period not exceeding 15 minutes after the aircraft has stopped at the gate and 15 minutes prior to leaving the gate.	Assessment Criteria where the standard is infringed: 1. Type, intensity and duration of the noise; 2. Number of annual occurrences; 3. Mitigation or management measures; 4. Health and safety; and 5. Effects on internal and external noise amenity for residential units outside the Airport zone. In assessing noise effects, data may be used from a continuous noise monitoring station established to confirm compliance and may also be obtained from other locations.
NOISE-S12	**Land based noise**	
Airport Zone (excluding Miramar South Precinct)	1. Noise emission levels from any activity within the Airport Zone (excluding the Miramar South Precinct), other than aircraft operations, engine testing and the operation of GPUs and APUs, when measured at any adjoining residential zone, shall not exceed the following limits: a. Monday to Saturday 7am to 10pm 55 dB $L_{Aeq(15min)}$ in the Main Site Area b. All days 7am to 10pm 55 dB L_{Aeq} (15min) in the East Side Area c. At all other times 45 dB $L_{Aeq(15min)}$ d. All days 10pm to 7am 75 dB L_{AFmax} 2. In the East Side Precinct, for the purposes of calculating compliance with this limit, account shall be taken of the cumulative effect of all land based activities undertaken within the Airport Zone, other than aircraft operations, the operation of APUs and any engine testing.	Assessment criteria where the standard is infringed: 1. Type, intensity and duration of the noise; 2. Number of annual occurences; 3. Mitigation or management measures; 4. Health and safety; 5. Effects on internal and external noise amenity for residential units outside the Airport zone; and 6. The requirements of NZS 6803:1999 Acoustics — Construction Noise. In assessing noise effects, data may be used from a continuous noise monitoring station established to confirm compliance and may also be obtained from other locations.
NOISE-S13	**Miramar South Precinct noise**	
Airport Zone (Miramar South)	In relation to the Miramar South Precinct: 1. Noise emission levels from within a Site when measured on any site that includes an occupied residence in the Medium Density	Assessment criteria where the standard is infringed: 1. Type, intensity and duration of the noise;

	residential zone beyond the Site shall not exceed: a. Monday to Sunday 7am to 10pm 55 dB $L_{Aeq(15\ min)}$ b. Monday to Sunday 1am to 6am 40 dB $L_{Aeq(15\ min)}$ c. At all other times 45 dB $L_{Aeq(15\ min)}$ d. All days 10pm to 7am 75 dB L_{AFmax} 2. Noise emission levels from the Site when measured on any site in the Neighbourhood Centre Zone shall not exceed: a. At all times 60 dB $L_{Aeq(15\ min)}$ b. At all times 85 dB L_{AFmax} 3. Entry / egress for trucks shall not be located opposite residential zoned areas. Trucks shall not drive along the Residential zoned parts of Miro Street, Kedah Street, or Kauri Street except where there are specific circumstances where this is necessary. 4. Truck engines shall not be left to idle on the Site and signage shall be placed in appropriate locations within the Site to advise drivers of this requirement. The Airport or its agents shall actively monitor this requirement. 5. Building services shall be designed such that noise levels from this source at the Site boundary are at least 10 dB lower than the limits set out in 1 above. 6. All warehouse doors shall be fast closing and shall remain closed at night-time unless in use. 7. There shall be no servicing or maintenance of equipment outdoors at night.	2. Mitigation or management measures; 3. Health and safety; 4. Effects on internal and external noise amenity for residential units outside the Miramar South Precinct; and 5. The requirements of NZS 6803:1999 Acoustics — Construction Noise.

TABLE I - Minimum construction requirements necessary to achieve a moderate external sound insulation level of ~~$D_nT,w + C_{tr} > 30$ dB~~ 30 dB $D_{tr,2m,nT,w} + C_{tr}$:

Building Element	**Minimum Construction Requirement**	
External Walls of Habitable Rooms	Stud Walls:	
	Exterior cladding:	20 mm timber or 9mm compressed fibre cement sheet over timber frame (100 mm x 50 mm). *
	Cavity infill:	Fibrous acoustic blanket (batts or similar of a minimum mass of 9 kg/m^3) required in cavity for all exterior walls. Minimum 90 mm wall cavity.
	Interior lining:	One layer of 12 mm gypsum plasterboard.
		Where exterior walls have continuous cladding with a mass of greater than 25 kg/m^2 (e.g. brick veneer or minimum 25 mm stucco plaster), internal wall linings need to be no thicker than 10 mm gypsum

		plasterboard.
	Combined superficial density:	Minimum not less than 25 kg/m^2 being the combined mass of external and internal linings excluding structural elements (e.g. window frames or wall studs) with no less than 10 kg/m^2 on each side of structural elements.
	Mass Walls:	190 mm concrete block, strapped and lined internally with 10 mm gypsum plaster board, or 150 mm concrete wall.
Glazed Areas of Habitable Rooms	Glazed areas up to 10% of floor area:	6 mm glazing single float
	Glazed areas between 10% and 35% of floor area:	6 mm laminated glazing
	Glazed areas greater than 35% of floor area:	Require a specialist acoustic report, prepared by a suitably qualified and experience acoustic expert, to show conformance with the insulation rule.
	Frames to be aluminium window frames with compression seals.	
Skillion Roof	Cladding:	0.5 mm profiled steel or 6 mm corrugated fibre cement, or membrane over 15mm thick ply, or concrete or clay tiles.
	Sarking:	17mm plywood (no gaps).
	Frame:	Minimum 100 mm gap with fibrous acoustic blanket (batts or similar of a mass of 9 kg/m^3).
	Ceiling:	Two layers of 10 mm gypsum plaster board (no through ceiling lighting penetrations unless correctly acoustically rated). Fibrous acoustic blanket (batts or similar of a minimum mass of 9 kg/m^3).
	Combined superficial density:	Combined mass of cladding and lining of not less than 25 kg/m^2 with no less than 10 kg/m^2 on each side of structural elements.
Pitched Roof (all roofs other than skillion roofs)	Cladding:	0.5 mm profiled steel or tiles, or membrane over 15mm thick ply.
	Frame:	Timber truss with 100 mm fibrous acoustic blanket. (batts or similar of a minimum mass of 9 kg/m^3) required for all ceilings.
	Ceiling:	12 mm gypsum plaster board.
	Combined superficial density:	Combined mass with cladding and lining of not less than 25 kg/m^2.
Floor areas open to outside	Cladding:	Under-floor areas of non-concrete slab type floors exposed to external sound will require a cladding layer lining the underside of floor

		joists of not less than 12 mm ply
	Combined superficial density:	Floors to attain a combined mass not less than 25 kg/m^2 for the floor layer and any external cladding (excluding floor joists or bearers).
External Door to Habitable Rooms	Solid core door (min 25 kg/m^2) with compression seals (where the door is exposed to exterior noise).	

Notes:
- The table refers to common specifications for timber size. Nominal specifications may in some cases be slightly less than the common specifications stated in the schedule for timber size.
- In determining the insulating performance of roof/ceiling arrangements, roof spaces are assumed to have no more than the casual ventilation typical of the jointing capping and guttering detail used in normal construction.

TABLE II - Minimum construction requirements necessary to achieve an advanced external sound insulation level of ~~DnT,w + Ctr > 35 dB~~ 35 dB $D_{tr,2m,nT,w} + C_{tr}$:

Building Element	**Minimum Construction Requirements**		
External walls	1. Wall cavity infill of fibrous insulation, batts or similar, with a minimum density of 9kg/m^3; and 2. cladding and internal wall lining complying with either Option A, B or C below:		
	Option A	Light cladding: timber weatherboard or sheet materials with surface mass between 16kg/m^2 and 30kg/m^2 of wall cladding	Internal lining of minimum 17kg/m^2 plasterboard, such as two layers of 10mm thick high density plasterboard, on resilient/isolating mountings
	Option B	Medium cladding: surface mass between 30 kg/m^2 and 65kg/m^2 of wall cladding	Internal lining of minimum 17kg/m^2 plasterboard, such as two layers of 10mm thick high density plasterboard
	Option C	Heavy cladding: surface mass greater than 65kg/m^2 of wall cladding	Internal lining of minimum 6kg/m2 plasterboard, such as one layer of 10mm thick plasterboard
Roof/ceiling	1. Ceiling cavity infill of fibrous insulation, batts or similar, with a minimum density of 7kg/m^3; and 2. ceiling penetrations, such as for recessed lighting or ventilation, must not allow additional noise break-in; and 3. roof type and internal ceiling lining complying with either Option A, B or C below:		
	Option A	Skillion roof with light cladding: surface mass up to 13kg/m^2 of roof cladding	Internal lining of minimum 17kg/m^2 plasterboard, such as two layers of 10mm thick high density plasterboard on resilient/isolating mountings

	Option B	Pitched roof with light cladding: surface mass up to 20kg/m^2 of roof cladding	Internal lining of minimum 17kg/m^2 plasterboard, such as two layers of 10mm thick high density plasterboard
	Option C	Heavy roof cladding: surface mass greater than 20kg/m^2 of roof cladding	Internal lining of minimum 17kg/m2 plasterboard, such as one layer of 10mm thick high density plasterboard
Glazed areas	1. Timber or aluminiumaluminum frames with full compression seals on opening panes (excludes glazed sliding doors or windows) 2. glazed areas shall be less than 35% of each room floor area 3. double-glazing with: a. a laminated pane of glass at least 6mm thick; and b. a cavity between the two panes of glass at least 12mm deep; and c. a second pane of glass at least 6mm thick; or d. any other glazing with a minimum performance of Rw +Ctr 34dB.		
Exterior doors to any habitable room	Solid core exterior door, minimum surface mass 20kg/m^2, with compression seals; or other door sets with minimum performance of Rw 30dB		

This chapter is operative.

Ngā Hau

Wind

WIND	Wind

Introduction

The purpose of the Wind Chapter is to manage new developments, additions and alterations so as to maintain or enhance comfortable and safe wind conditions for pedestrians and public space users. The management of building design for wind effects provides environmental benefits for people and communities.

Wellington's windy climate necessitates management of new development in order to manage the ground level wind effects in urban areas. New development, particularly buildings that are much larger than their surroundings, can cause downdrafts and channelling, which accelerates winds at ground level. This can negatively affect pedestrian-level comfort and even become hazardous. The taller a building is, the greater its exposure to higher wind speeds, which increases its impact on the ground level winds around it and requires greater wind mitigation measures through building design.

Adverse wind conditions can be often mitigated through the design of buildings. Architectural devices and structures added to a building may also assist in reducing high speed winds and provide protection for pedestrians.

Proposals which include additions or alterations to an existing building or construction of a new building must have regard to the Wind Chapter Best Practice Guidance Document (Appendix 14) in order to achieve optimum building design for wind that minimises the impact of the development on the public realm and achieves wind mitigation that is contained within the site.

The provisions within this chapter apply to public spaces in a number of zones across the City including the City Centre Zone, Centres Zones, the High and Medium Density Residential Zones, Waterfront Zone, Port Zone, Stadium Zone, Hospital Zone and the Tertiary Education Zone. For the Tertiary Education Zone and Hospital Zone, the wind provisions are limited to managing the wind effects of developments on adjacent legal roads, as well as publicly accessible walkways within both Zones. The provisions do not apply to private spaces such as adjacent properties or backyards.

Within these zones, Council encourages the consideration of wind effects and aerodynamics early in the design phase for all additions and alterations to existing buildings and any construction of a new building. The provisions seek to manage the individual and cumulative effects of new building works, additions and alterations on pedestrian amenity, comfort, safety and the progressive deterioration of the wind environment.

Quantitative wind studies (wind tunnel testing) or qualitative (descriptive) wind assessments are required when triggered by developments of different scales to understand the effects of a development on wind conditions. The type of assessment and information requirements are detailed in the relevant rule.

Objectives	
WIND-O1	**Purpose** The adverse impact of wind from new developments, additions and alterations is managed to: 1. Ensure that new developments, additions and alterations do not generate unsafe wind conditions in public spaces and, where possible, ameliorate existing unsafe wind

	conditions; 2. Prevent the gradual degradation of Wellington's pedestrian wind environment over time; and 3. Ensure a comfortable wind environment in Wellington's the public spaces listed in Appendix 9 - City Centre Zone and Special Purpose Waterfront Zone - Minimum Sunlight Access and Wind Comfort Control - Public Space Requirements, while acknowledging that not all wind effects can be mitigated.
Policies	
WIND-P1	**Early consideration of wind in design** Encourage consideration of wind effects during the early stages of building design to achieve: 1. Optimum design for wind that minimises the impact of the development on the public realm; and 2. Wind mitigation that is contained within the site.
WIND-P2	**Managing effects** Require that larger-scale buildings, including additions and alterations, are designed to: 1. Manage adverse wind effects that they create; 2. Improve the wind environment as far as practicable where existing wind conditions are dangerous; and 3. Limit any deterioration of the wind environment that affects: a. The safety and amenity of pedestrians; and b. Existing wind mitigation measures.
WIND-P3	**Comfort and safety in listed public spaces** Require building design and wind mitigation measures to maintain and where possible enhance pedestrian safety and the comfort of the wind environment for users of the public spaces listed in Appendix 9 - City Centre Zone and Special Purpose Waterfront Zone - Minimum Sunlight Access and Wind Comfort Control - Public Space Requirements.
WIND-P4	**Comfort and safety in public spaces created through new development** Encourage new public spaces created through new development to have wind conditions that are appropriate for the expected public use of the space.
WIND-P5	**Developments in the Hospital Zone and Tertiary Education Zone that are adjacent to legal roads or publicly accessible walkways** Require that developments in the Hospital Zone and Tertiary Education Zone that are adjacent to legal roads or publicly accessible walkways be designed to: 1. Manage adverse wind effects they create; 2. Improve the wind environment as far as practicable where existing wind conditions are dangerous; 3. Limit any deterioration of the wind environment that are adjacent to legal roads or publicly accessible walkways that affects: a. The safety of the pedestrians; and b. Existing wind mitigation measures.
Building and Structure Activities	
WIND-R1	**Construction, alteration and additions to buildings and structures**
City Centre Zone Metropolitan Centre Zone Port Zone:	1. Activity status: **Permitted** Where: a. New or altered buildings or structures are less than or equal to 20m in height above ground level; or b. Rooftop additions:

Inner Harbour Port Precinct Port Zone: Multi-User Ferry Precinct Waterfront Zone Stadium Zone	i. The height of the rooftop additions are less than or equal to 8m; or ii. Are setback at least 5m from the building facades adjacent to public spaces and are less than 33% of the existing building volume.
Local Centre Zone Neighbourhood Centre Zone Medium Density Residential Zone High Density Residential Zone	2. Activity status: **Permitted** Where: a. New or altered buildings or structures are less than or equal to 15m in height above ground level; or b. Rooftop additions: i. The height of the rooftop additions are less than or equal to 4m; or ii. Are setback at least 3m from the building facades adjacent to public spaces and are less than 33% of the existing building volume.
Hospital Zone Tertiary Education Zone	3. Activity status: **Permitted** a. Where all of the building or structure is more than 20 metres from a legal road or publicly accessible walkway; or b. Where any part of the building or structure is within 20 metres of a legal road or publicly accessible walkway: i. New or altered buildings or structures are less than or equal to 15m in height above ground level; or ii. Rooftop additions: ▪ The height of the rooftop additions are less than or equal to 4m; or ▪ Are setback at least 3m from the building facades adjacent to public spaces; and are less than 33% of the existing building volume.
City Centre Zone Waterfront Zone	4. Activity status: **Restricted Discretionary** Where: a. Compliance with WIND-R1.1a is not achieved, and new or altered buildings or structures exceed 20m above ground level but are less than 25m above ground level; or b. Compliance with WIND-R1.1.b is not achieved. Matters of discretion are: 1. The extent and effect of non-compliance with WIND-S1, WIND-S2 and WIND-S3 as specified in the associated assessment criteria for the infringed standard; 2. The matters in WIND-P1, WIND-P2, WIND-P3 and WIND-P4; 3. The extent of compliance with qualitative wind assessment requirements included in Appendix 8; and 4. The level of consistency with the Wind Chapter Best Practice Guidance Document

		(Appendix 14). Section 88 Information Requirements Applications under this rule must provide either a **qualitative** wind assessment or a **quantitative** wind study that: 1. Details the extent of compliance with WIND-S1, WIND-S2 and WIND-S3; 2. Is based on the expert opinion of a suitably qualified and experienced person; 3. Considers the effects of the proposed building upon all public spaces; 4. Complies with the reporting requirements in Appendix 8 WIND-A2 and be consistent with the 'rules of thumb' for estimating wind effects in the Wind Chapter Best Practice Guidance Document (Appendix 14); and 5. Be consistent with the proposed design in the resource consent application and any associated urban design analysis and landscaping proposals.
	City Centre Zone Waterfront Zone	5. Activity status: **Restricted Discretionary** Where: a. Compliance with WIND-R1.1 is not ~~cannot be~~ achieved; and new or altered buildings or structures exceed 25m above ground level. Matters of discretion are: 1. The extent and effect of non-compliance with WIND-S1, WIND-S2, and WIND-S3 as specified in the associated assessment criteria for the infringed standard; 2. The matters in WIND-P1, WIND-P2, WIND-P3 and WIND-P4; 3. The extent of compliance with quantitative wind assessment requirements included in in Appendix 8; and 4. The level of consistency with the Wind Chapter Best Practice Guidance Document (Appendix 14). Section 88 Information Requirements Applications under this rule must provide a **quantitative** wind study that: 1. Details the extent of compliance with WIND-S1, WIND-S2, and WIND-S3; 2. Where WIND-S1, WIND-S2, and WIND-S3 are not complied with, show how the proposed building most closely complies with these standards when compared to any other practical alternative building design (i.e. it is the optimum aerodynamic design for the site); 3. Is based on the expert opinion of a suitably qualified and experienced person; 4. Complies with the reporting requirements set out in in Appendix 8 WIND-A1; 5. Is consistent with the Wind Chapter Best Practice Guidance Document (Appendix 14); 6. Considers the effects of the proposed building upon all public spaces; 7. Compares the effects of the proposed building against the existing situation, except where the site is currently vacant. If the site is vacant, the proposed building must be compared against any building which existed on the site within the previous 5 years; and 8. Be consistent with the proposed design in the resource consent application and any associated urban design analysis and landscaping proposals.
	Port Zone: Inner Harbour Port Precinct Port Zone: Multi-User Ferry	6. Activity status: **Restricted Discretionary** Where: a. Compliance with WIND-R1.1a is not ~~cannot be~~ achieved; and new or altered buildings or structures exceed 20m above ground level but are less than 25m above ground level; or b. Compliance with WIND-R1.1.b is not achieved.

Precinct Metropolitan Centre Zone Stadium Zone	Matters of discretion are: 1. The extent and effect of non-compliance with WIND-S1 and WIND-S2 and as specified in the associated assessment criteria for the infringed standard; 2. The matters in WIND-P1, WIND-P2, WIND-P3 and WIND-P4; 3. The extent of compliance with quantitative wind assessment requirements included in Appendix 8; and 4. The level of consistency with the Wind Chapter Best Practice Guidance Document (Appendix 14). Section 88 Information Requirements Applications under this rule must provide either a **qualitative** wind assessment or a **quantitative** wind study that: 1. Details the extent of compliance with WIND-S1 and WIND-S2; 2. Is based on the expert opinion of a suitably qualified and experienced person; 3. Considers the effects of the proposed building upon all public spaces; 4. Complies with the reporting requirements in Appendix 8 WIND-A2 and be consistent with the 'rules of thumb' for estimating wind effects in the Wind Chapter Best Practice Guidance Document (Appendix 14); and 5. Be consistent with the proposed design in the resource consent application and any associated urban design analysis and landscaping proposals.
Port Zone: Inner Harbour Port Precinct Port Zone: Multi-User Ferry Precinct Metropolitan Centre Zone Stadium Zone	7. Activity status: **Restricted Discretionary** Where: a. Compliance with WIND-R1.1a is not achieved, and new or altered buildings or structures exceed 25m above ground level. Matters of discretion are: 1. The extent and effect of non-compliance with WIND-S1 and WIND-S2 as specified in the associated assessment criteria for the infringed standard; 2. The matters in WIND-P1, WIND-P2, WIND-P3 and WIND-P4; 3. The extent of compliance with quantitative wind assessment requirements included in Appendix 8; and 4. The level of consistency with the Wind Chapter Best Practice Guidance Document (Appendix 14). Section 88 Information Requirements Applications under this rule must provide a **quantitative** wind study that: 1. Details the extent of compliance with WIND-S1 and WIND-S2; 2. Where WIND-S1 and WIND-S2 are not complied with, show how the proposed building most closely complies with these standards when compared to any other practical alternative building design (i.e. it is the optimum aerodynamic design for the site); 3. Is based on the expert opinion of a suitably qualified and experienced person; 4. Complies with the reporting requirements set out in Appendix 8 WIND-A1; 5. Is consistent with the Wind Chapter Best Practice Guidance Document (Appendix 14); 6. Considers the effects of the proposed building upon all public spaces; 7. Compares the effects of the proposed building against the existing situation, except where the site is currently vacant. If the site is vacant, the proposed building must be compared against any building which existed on the site within the previous 5 years; and 8. Be consistent with the proposed design in the resource consent application and any associated urban design analysis and landscaping proposals.

Wind **Proposed: 23/06/2025**

Local Centre Zone Neighbourhood Centre Zone High Density Residential Zone Medium Density Residential Zone Tertiary Education Zone Hospital Zone	8. Activity status: **Restricted Discretionary** Where: a. Compliance with WIND-R1.2a is not achieved, and new or altered buildings or structures exceed 15m above ground level but are less than 25m above ground level; or b. Compliance with WINDR1.2.b is not achieved; or c. Compliance with WIND-R1.3a and WIND-R1.3.b.i is not achieved, and new or altered buildings or structures exceed 15m above ground level but are less than 25m above ground level; or d. Compliance WIND-R1.3.a and WIND-R1.3.b.ii is not achieved. Matters of discretion are: 1. The extent and effect of non-compliance with WIND-S1 and WIND-S2 as specified in the associated assessment criteria for the infringed standard; 2. The matters in WIND-P1, WIND-P2, WIND-P3, WIND-P4 and WIND-P5; 3. The extent of compliance with qualitative wind assessment requirements included in Appendix 8; and 4. The level of consistency with the Wind Chapter Best Practice Guidance Document (Appendix 14). Section 88 Information Requirements Applications under this rule must provide either a **qualitative** wind assessment or a **quantitative** wind study that: 1. Details the extent of compliance with WIND-S1 and WIND-S2; 2. Is based on the expert opinion of a suitably qualified and experienced person; 3. Considers the effects of the proposed building upon all public spaces; 4. Complies with the reporting requirements in Appendix 8 WIND-A2 and be consistent with the 'rules of thumb' for estimating wind effects in the Wind Chapter Best Practice Guidance Document (Appendix 14); and 5. Be consistent with the proposed design in the resource consent application and any associated urban design analysis and landscaping proposals.
Local Centre Zone Neighbourhood Centre Zone High Density Residential Zone Medium Density Residential Zone Tertiary Education Zone Hospital Zone	9. Activity status: **Restricted Discretionary** Where: a. Compliance with WIND-R1.2a is not achieved, and new or altered buildings or structures exceed 25m above ground level; or b. Compliance with WIND-R1.3a and WIND-R1.3.b.i is not achieved, and new or altered buildings or structures exceed 25m above ground level. Matters of discretion are: 1. The extent and effect of non-compliance with WIND-S1 and WIND-S2 as specified in the associated assessment criteria for the infringed standard; 2. The matters in WIND-P1, WIND-P2, WIND-P3, WIND-P4 and WIND-P5; 3. The extent of compliance with quantitative wind assessment requirements included in Appendix 8; and 4. The level of consistency with the Wind Chapter Best Practice Guidance Document (Appendix 14). Section 88 Information Requirements Applications under this rule must provide a **quantitative** wind study that: 1. Details the extent of compliance with WIND-S1 and WIND-S2;

	2. Where WIND-S1 and WIND-S2 are not complied with, show how the proposed building most closely complies with these standards when compared to any other practical alternative building design (i.e. it is the optimum aerodynamic design for the site); 3. Is based on the expert opinion of a suitably qualified and experienced person; 4. Complies with the reporting requirements set out in Appendix 8 WIND-A1; 5. Is consistent with the Wind Chapter Best Practice Guidance Document (Appendix 14); 6. Considers the effects of the proposed building upon all public spaces; 7. Compares the effects of the proposed building against the existing situation, except where the site is currently vacant. If the site is vacant, the proposed building must be compared against any building which existed on the site within the previous 5 years; and 8. Be consistent with the proposed design in the resource consent application and any associated urban design analysis and landscaping proposals.
WIND-R2	**Construction, alteration and additions to buildings and structures not otherwise provided for in this chapter**
All other zones not otherwise listed in WIND-R1	1. Activity status: **Permitted**

Effects Standards

WIND-S1	**Safety**	
City Centre Zone Metropolitan Centre Zone Local Centre Zone Neighbourhood Centre Zone Port Zone: Inner Harbour Port Precinct Port Zone: Multi-User Ferry Precinct Waterfront Zone Stadium Zone Hospital Zone Tertiary Education Zone High Density Residential Zone	1. The proposed building, additions or alterations must not result in an annual maximum gust speed in excess of 20 m/s in any public space.	Assessment criteria where the standard is infringed: 1. The extent to which pedestrians can easily avoid dangerous gust speeds created by the proposed development, including effects on building entrances, pedestrian crossings, or major walking routes; 2. The extent to which pedestrian use in areas where dangerous wind speeds occur is low and wind conditions elsewhere are improved by the proposed development; 3. The extent to which dangerous wind speeds at one location results from wind being redirected or shifted from another location, with no significant change in the overall wind conditions; 4. The extent to which an existing dangerous gust speed is reduced, improving the overall wind conditions; 5. The extent to which it is shown that the proposed design is the optimum aerodynamic solution, including whether changes in bulk or location of the proposed development are documented and do not significantly improve the situation; and 6. The extent to which the proposed development design is consistent with the Wind Chapter Best

Medium Density Residential Zone		Practice Guidance Document (Appendix 14).
WIND-S2	**Deterioration of the wind environment**	
City Centre Zone Metropolitan Centre Zone Local Centre Zone Neighbourhood Centre Zone Port Zone: Inner Harbour Port Precinct Port Zone: Multi-User Ferry Precinct Waterfront Zone Stadium Zone Hospital Zone Tertiary Education Zone High Density Residential Zone Medium Density Residential Zone	1. Wind conditions overall must not deteriorate in public spaces that are affected by the development when undesirable wind conditions are assessed by the number of hours a mean wind speed of 2.5 m/s is equaled or exceeded each year; and 2. Wind conditions at any specific locations may deteriorate by up to 500 hours per year, provided the wind conditions averaged over all the public spaces do not deteriorate.	Assessment criteria where the standard is infringed: 1. The extent to which pedestrians can easily avoid dangerous gust speeds created by the proposed development, including effects on building entrances, pedestrian crossings, or major walking routes; 2. The extent to which pedestrian use in areas where dangerous wind speeds occur is low and wind conditions elsewhere are improved by the proposed development; 3. The extent to which dangerous wind speeds at one location results from wind being redirected or shifted from another location, with no significant change in the overall wind conditions; 4. The extent to which existing wind conditions are maintained or improved; 5. The extent to which it is shown that the proposed design is the optimum aerodynamic solution, including whether changes in bulk or location of the proposed development are documented and do not significantly improve the situation; and 6. The extent to which the proposed development design is consistent with the Wind Chapter Best Practice Guidance Document (Appendix 14).
WIND-S3	**Comfort**	
Public spaces in the following Zones: City Centre Zone Metropolitan Centre Zone Local Centre Zone	1. A proposed development must not cause uncomfortable wind conditions in listed public spaces; and 2. A development must not cause existing uncomfortable wind conditions to deteriorate.	Assessment criteria where the standard is infringed: 1. The extent to which pedestrians can easily avoid areas where winds deteriorate and use other areas where the winds do not deteriorate; 2. The extent to which pedestrian use and expectations for the area where winds deteriorate are low and wind conditions elsewhere improve. 3. The extent to which a deterioration

Neighbourhood Centre Zone Port Zone: Inner Harbour Port Precinct Port Zone: Multi-User Ferry Precinct Waterfront Zone Stadium Zone Hospital Zone Tertiary Education Zone Medium Density Residential Zone High Density Residential Zone		in winds at one location results from wind being redirected or shifted from one area to another, with no significant change in the overall wind conditions; 4. The extent to which existing wind conditions have been maintained or improved; 5. The extent to which very low existing winds speeds have been increased towards the comfort threshold; 6. The extent to which it is shown that the proposed design is the optimum aerodynamic solution, e.g. changes in bulk or location of the proposed development are documented and do not significantly improve the situation. A “significant” improvement would be a difference of more than 175 hours per year; and 7. The extent to which the proposed development design is consistent with advice and recommendations in the Wind Chapter Best Practice Guidance Document.

This chapter is operative as of 14 July 2025.

He Rohe Kāinga Mātoru-Waenga

Medium Density Residential Zone

MRZ	Medium Density Residential Zone

Introduction

The Medium Density Residential Zone comprises predominantly residential activities with a moderate concentration and bulk of buildings, such as detached, semi-detached and terraced housing, low-rise apartments and other compatible activities.

The suburbs within the Medium Density Residential Zone have developed at different times and with varying topography and characteristics across its neighbourhoods.

The efficient use of land within the Medium Density Residential Zone is important to meet the strategic objectives of maintaining a compact urban form and providing new housing to help address the City's housing needs.

The Medium Density Residential Zone adopts the medium density residential standards from the RMA which allow for three residential units of up to three storeys on a site. Multi-unit housing of four or more units is also anticipated through a resource consent process subject to standards and design guidance.

It is anticipated that the form, appearance and amenity of neighbourhoods within the Medium Density Residential Zone will change over time to enable a variety of housing types with a mix of densities.

There are parts of the Medium Density Residential Zone where the permitted development, height or density directed by the NPS-UD may be modified by qualifying matters.

The Tapu Te Ranga land is an area within the Medium Density Residential Zone that has particular constraints or opportunities that requires specific policy.

The Medium Density Residential Zone accommodates a range of compatible non-residential uses that support the needs of local communities. Incompatible non-residential activities are not anticipated in this zone.

The Papakāinga Design Guide sits outside the District Plan at present but is available from Council upon request. This is a non-statutory document that may be relevant to development of the Tapu Te Ranga land in Island Bay.

Precincts within the Medium Density Residential Zone include Character Precincts, the Mt Victoria North Townscape Precinct, and the Oriental Bay Height Precinct.

MRZ-PREC01	Character Precincts
The purpose of the Character Precincts is to provide for the management of effects on character values within specifically identified residential areas of the City. The Precincts are located within the City's older suburbs and are comprised of a range of older houses that are reflective of the historical development pattern of the City. The Precincts are generally in close proximity to the City Centre Zone and are anticipated to undergo a degree of change.	

The District Plan endeavours to balance the ongoing maintenance of character with the demands of future residential growth and change. The District Plan seeks to manage pre-1930 buildings within the Character Precincts where the concentration of coherent development defines and contributes to their distinct character and sense of place.

The Character Precincts are located in the following suburbs:
- Berhampore;
- Newtown;
- Mt Cook;
- Mt Victoria;
- Aro Valley;
- Lower Kelburn;
- The Terrace; and
- Thorndon.

The Character Precincts do not seek to protect historic heritage values. While some areas may also be identified as heritage areas in the District Plan, the majority of the Character Precincts seek to identify existing concentrations of consistent character and prevent its further erosion. This character is a product of the architectural values of the residential units in these areas, patterns of subdivision and the resultant streetscape. The Character Precincts have been identified and mapped based on the consistency and coherence of character of the houses in these areas.

The Character Precincts Appendix to the Residential Design Guide has material that is relevant to the assessment of building proposals in the identified Character Precincts.

The land use activities rules for the Medium Density Residential Zone apply to the Character Precincts.

The building and structure activities rules for the Medium Density Residential Zone do not apply to the Character Precincts. There are separate building and structure activities rules that apply within the Character Precincts.

MRZ-PREC02	Mt Victoria North Townscape Precinct

Introduction

The purpose of the Mt Victoria North Townscape Precinct is to provide for the management of townscape values within the Mt Victoria North area.

The Mt Victoria North Townscape Precinct has been identified as important due to its high visibility and proximity to St Gerard's Monastery and the escarpment below. When viewed from the City Centre (and the waterfront) the houses, monastery and escarpment combine to form one of Wellington's most iconic urban landscapes.

The District Plan seeks to manage the design of new buildings and additions and alterations to existing buildings in this area. The controls are provided to ensure that new development is well designed, respects the predominant patterns of the area and the setting of St Gerard's Monastery.

The Mt Victoria North Townscape Precinct does not seek to protect historic heritage values. While some parts of this Precinct may also be identified as heritage areas or buildings in the District Plan, this Precinct reflects the collective unique identity and townscape values present within the area. Similarly, this Precinct is separate from the Character Precincts which are identified due to the predominance of buildings constructed prior to 1930 and the contribution of those buildings to broader streetscape characteristics. While there are some sites within the Mt Victoria North Townscape Precinct which are also included in Character Precincts, the focus of these provisions is different. Townscape focuses on long-range views from public spaces, which differs from streetscape values which are enjoyed by those in the immediate streetscape, rather than from a long-range viewpoint. Streetscape values can contribute to townscape characteristics and values but are not the primary focus of the townscape precinct.

Building proposals will be assessed against the Residential Design Guide, including the Mt Victoria North Design Guide and the Character Precincts Design Guide appendices, as relevant to the proposal.

The land use activities rules for the Medium Density Residential Zone apply to the Mt Victoria North Townscape Precinct.

The building and structures activities rules for the Medium Density Residential Zone do not apply to the Mt Victoria North Townscape Precinct. There are separate building and structures activities rules that apply within the Townscape Precinct.

MRZ-PREC03	Oriental Bay Height Precinct

Introduction

The Oriental Bay Height Precinct recognises the unique setting, characteristics and development potential of this area. Medium to high rise residential development is suitable here. It is also a popular recreational destination.

The land use activities rules of the Medium Density Residential Zone apply to the Oriental Bay Height Precinct, except that there is no restriction on the number of permitted residential units on a site on the Oriental Bay Height Precinct.

The building and structures activities rules and standards for the Medium Density Residential Zone do not apply to the Oriental Bay Height Precinct. There are separate building and structures activities rules and standards for this Precinct.

Permitted building heights have been set on a site by site basis to maximise residential development potential while at the same time offering protection for the amenity of properties to the rear and the public amenity along Oriental Parade. The heights also serve to protect townscape views of St Gerard's Monastery and the escarpment below.

New buildings, and significant additions and alterations to existing buildings will be assessed against the Residential Design Guide to ensure that they make a positive contribution to townscape values and general amenity of the area.

Other relevant District Plan provisions

There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives

Medium Density Residential Zone

MRZ-O1	**Purpose** The Medium Density Residential Zone provides for predominantly residential activities and a variety of housing types and sizes that respond to: 1. Housing needs and demand; and 2. The neighbourhood's planned urban built character, including 3 storey buildings, and additional height and density where appropriate.
MRZ-O2	**Efficient use of land** Land within the Medium Density Residential Zone is used efficiently for residential development that: 1. Increases housing supply and choice; and 2. Contributes to a changing and well-functioning urban environment.
MRZ-O3	**Healthy, safe, accessible and attractive environments** The Medium Density Residential Zone provides healthy, safe and accessible living environments with attractive and safe streets.

Character Precincts	
MRZ-PREC01-O1	**Purpose** Character Precincts are managed to: 1. Minimise the further erosion of their character; 2. Provide for their ongoing use and development that maintains or enhances their character; and 3. Ensure development recognises and responds to the character values of the Precinct.
Mt Victoria North Townscape Precinct	
MRZ-PREC02-O1	**Purpose** The area around St Gerard's Monastery in the northern portion of Mt Victoria and western portion of Oriental Bay is: 1. Recognised as a townscape precinct; 2. Managed to maintain or enhance the iconic landscape setting and townscape values; 3. Developed in a manner that recognises and responds to the townscape values of the area; and 4. Enabled for its ongoing use and appropriate future development.
Oriental Bay Height Precinct	
MRZ-PREC03-O1	**Purpose** The Oriental Bay Height Precinct accommodates medium to high density residential development and a range of compatible non-residential activities at ground floor that maintain or enhance the unique qualities of the Precinct.
Policies	
Medium Density Residential Zone	
MRZ-P1	**Enabled activities** Enable residential activities and other activities that are compatible with the purpose of the Medium Density Residential Zone, while ensuring their scale and intensity is consistent with the amenity values anticipated for the Zone, including: 1. Home Business; 2. Visitor Accommodation; 3. Childcare Services; and 4. Community Gardens.
MRZ-P2	**Housing supply and choice** Enable a variety of housing typologies with a mix of densities within the zone, including 3-storey attached and detached dwellings, and low-rise apartments.
MRZ-P3	**Housing needs** Enable housing to be designed to meet the day-to-day needs of residents, including by encouraging a variety of housing, sizes and tenures to cater for people of all ages, lifestyles, abilities and impairments.
MRZ-P4	**Medium density residential standards** Apply the medium density residential standards across the Medium Density Residential Zone except in circumstances where a qualifying matter is relevant (including matters of significance such as historic heritage and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga).

MRZ-P5	**Developments not meeting permitted activity status** Provide for developments not meeting permitted activity status, while encouraging high-quality developments.
MRZ-P6	**Multi-unit housing** Provide for multi-unit housing where it can be demonstrated that the development: 1. Fulfils the intent of the Residential Design Guide; 2. Provides a minimum area of private or shared outdoor living space that is sufficient to cater for the needs of future occupants; 3. Provides an adequate and appropriately located area on site for the management, storage and collection of all waste, recycling and organic waste potentially generated by the development; and 4. Will be adequately serviced by three waters infrastructure or can address any constraints on the site.
MRZ-P7	**Retirement villages** Provide for retirement villages where it can be demonstrated that the development: 1. Fulfils the intent of the Residential Design Guide; 2. Includes outdoor space that is sufficient to cater for the needs of the residents of the village; 3. Provides an adequate and appropriately located area on site for the management, storage and collection of all waste, recycling and organic waste potentially generated by the development; 4. Will be adequately serviced by three waters infrastructure or can address any constraints on the site; and 5. Is of an intensity, scale and design that is consistent with the amenity values anticipated for the Zone.
MRZ-P8	**Residential buildings and structures** Provide for a range of residential buildings and structures, including additions and alterations, that: 1. Provide healthy, safe and accessible living environments; 2. Are compatible with the built environment anticipated in the Medium Density Residential Zone; 3. Contribute positively to a changing urban environment; 4. Achieve attractive and safe streets. 5. Are of a form and scale that is appropriate to the site context, including where relevant, being sympathetic to adjacent heritage buildings, heritage structures and heritage areas, character precincts, and sites and areas of significance to Māori; 6. Address and resolve any adverse shading or dominance effects that might otherwise impact on nearby public open spaces as a result of building height or bulk, respectively.
MRZ-P9	**Vegetation and landscaping** Encourage the retention of existing vegetation, particularly native vegetation and visually prominent trees that may not otherwise be protected, and where vegetation is proposed to be removed, seek new landscaping of equal or better quality to help integrate new development into the surrounding environment and minimise hard surfacing.
MRZ-P10	**Attractive and safe streets and public open spaces**

	Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.
MRZ-P11	**Tapu Te Ranga — 16 — 50 Rhine Street, Island Bay** Facilitate the integrated development of the Tapu Te Ranga land (16 — 50 Rhine Street, Island Bay) in a manner that: 1. Identifies and appropriately addresses any geo-technical and contamination issues; 2. Incorporates planting and landscaping to provide visual screening and integrate development into the surrounding environment; 3. Fulfils the intent of the Residential Design Guide; and 4. Supports the long-term development aspirations for the site including Nohokāinga/Papakāinga, Marae, Urupā extension, Kāinga, and community buildings.
MRZ-P12	**Community gardens, urban agriculture and waste minimisation** Encourage the development of community gardens, small-scale urban agriculture and circular approaches to the production and management of waste (particularly organic waste), while managing adverse effects.
MRZ-P13	**Non-residential activities and buildings** Provide for non-residential activities and buildings that: 1. Support the needs of local communities; 2. Are of an intensity, scale and design that is consistent with the amenity values anticipated for the Zone; 3. Contribute positively to the urban environment and achieve attractive and safe streets; 4. Reduce reliance on travel by private motor vehicle; 5. Maintain the safety and efficiency of the transport network; 6. Will be adequately serviced by three waters infrastructure or can address any constraints on the site; and 7. Are integrated into residential developments where possible.
Character Precincts	
MRZ-PREC01-P1	**Maintenance of character** Require new development, and alterations and additions to existing development in the Character Precincts, to have regard to the guiding principles stated in the Character Precincts Appendix to the Residential Design Guide and respond positively to the character values of the Precinct, as identified in that document, and to: 1. Maintain the continuity or coherence of the identified character values of the area; 2. Maintain the qualities and cohesiveness of the streetscape; 3. Respond positively to: a. The design, scale, height, setback, and massing of existing development; b. Any distinctive pattern of subdivision; and c. Its relationship to the street; 4. Ensure development is of a compatible form which contributes to the identified character values of the area; 5. Maintain: a. The relationship of built form to open space and landscape context; and b. The setting of the character areas where features such as mature trees and landform contribute to character values; 6. Enable the removal of additions and features that detract from the character of the Precinct; 7. Encourage maintenance and repair; and 8. Recover or reveal character values of buildings and features.

MRZ-PREC01-P2	**Restrictions on demolition** Only allow the demolition of pre-1930 buildings, including the demolition or removal of architectural features from the primary elevation of any pre-1930 building, where either: 1. It can be demonstrated that the contribution of the building to the character of the area is low, with reference to: a. The level of visibility of the existing building from surrounding public spaces; b. Whether the building is consistent in form and style with other pre-1930 buildings that contribute positively to the character of the area; c. The extent to which the existing building retains either its original or pre-1930 design features relating to form, materials, and detailing or modifications prior to 1930 not detracting from its original design features and the extent to which those features have been modified over time; d. Whether the building is an integral part of a row of buildings that are consistent in form, scale, and siting; and e. Whether the building represents a rare or unique example of pre-1930 architecture; 2. Retention of the existing building is impractical or unreasonable, particularly by reason of: a. Its structural integrity, so that its retention is impractical or economically unviable; b. The extent to which the building presents a hazard; and c. The extent to which the building presents a risk to life in the event of an earthquake; or d. Its poor condition.
MRZ-PREC01-P3	**Intensification** Enable residential intensification within Character Precincts provided that it does not detract from the character of the Precinct in which it is located.
MRZ-PREC01-P4	**On-going use and repair and maintenance** Enable the on-going use, and repair and maintenance of buildings in Character Precincts.
MRZ-PREC01-P5	**Car parking and accessory buildings** Design and locate car parking, garaging and accessory buildings to maintain and enhance the character of the Precinct.
MRZ-PREC01-P6	**Special features** Encourage the retention of special features such as boundary walls, fences, paths, trees and plantings that contribute to the character of the Precinct. Where such features are proposed to be removed, consider appropriate mitigation to help integrate new development into the surrounding environment.
Mt Victoria North Townscape Precinct	
MRZ-PREC02-P1	**Maintenance of townscape values** Require new development to have regard to and respond positively to the townscape values of the Mt Victoria North Townscape Precinct, as identified in the relevant appendix to the Residential Design Guide, and to consider: 1. The design, location, bulk, scale and height of any new development; 2. Landscaping, parking areas, vehicle manoeuvring and site access; and 3. The extent to which the development makes a positive contribution to the predominant pattern of development of the Mt Victoria North Townscape Precinct including building orientation, construction, style, and relationship to St Gerard's Monastery.

Oriental Bay Height Precinct	
MRZ-PREC03-P1	**Managing development** Manage development in the Oriental Bay Height Precinct in a manner that recognises the unique characteristics and development potential of the Precinct.

Rules: Land use activities in the Medium Density Residential Zone	
MRZ-R1	**Community gardens**
1. Activity status: **Permitted**	
MRZ-R2	**Residential activities, excluding retirement villages.**
1. Activity status: **Permitted** Where: a. No more than three residential units occupy the site, except in MRZ-PREC03 where there is no limit.	
2. Activity status: **Restricted Discretionary** Where: a. Compliance with MRZ-R2.1.a is not achieved. Matters of discretion are: 1. The matters in MRZ-P2, MRZ-P3, MRZ-P5 and MRZ-P6; and 2. For the Tapu Te Ranga land: the matters in MRZ-P2, MRZ-P3, MRZ-P5, MRZ-P6 and MRZ-P11. Notification status: An application for resource consent made in respect of rule MRZ-R2.2.a is precluded from being either publicly or limited notified.	
MRZ-R3	**Home business**
1. Activity status: **Permitted** Where: a. The site is occupied by a residential building and used for residential activities by at least one person, who is an employee or equivalent engaged in the home business, and lives on the site as their principal place of residence; b. No more than four people in total work in the home business at any one time, and the maximum number of people on site associated with the home business does not exceed 10 people at any one time; c. No more than one third of the total gross floor area of all buildings on the site is used for home business activities; d. Activities do not create a dust nuisance; e. The home business does not involve the use of trucks or other heavy vehicles; f. The home business does not include the repair, alteration, restoration or maintenance of motor vehicles or internal combustion engines, or the spray painting of motor vehicles, excluding the residents' motor vehicles; g. Any external storage of materials associated with the home business must be screened so they are not visible from outside the site; and h. No retailing must be conducted on the site, except: i. goods retailed online and do not result in customer visits to the site, or ii. goods ancillary and related to a service provided by the home business.	
2. Activity status: **Restricted Discretionary**	

Where:

a. Compliance with any of the requirements of MRZ-R3.1 is not achieved.

Matters of discretion are:

1. The extent and effects of non-compliance with any requirement not met; and
2. The extent to which the intensity and scale of the activity adversely impacts on the amenity values of nearby residential properties and the surrounding neighbourhood.

Notification status: An application for resource consent made in respect of rule MRZ-R3.2.a is precluded from being publicly notified.

MRZ-R4	Visitor accommodation

1. Activity status: **Permitted**

Where:

a. The maximum occupancy does not exceed 10 guests per night.

2. Activity status: **Restricted Discretionary**

Where:

a. Compliance with MRZ-R4.1.a is not achieved.

Matters of discretion are:

1. The extent to which the intensity and scale of the activity may adversely impact on the amenity values of nearby residential properties and the surrounding neighbourhood.

Notification status: An application for resource consent made in respect of rule MRZ-R4.2.a is precluded from being publicly notified.

MRZ-R5	Childcare services

1. Activity status: **Permitted**

Where:

a. The maximum number of children who are not normally resident on the site does not exceed 10; and
b. The hours of operation are between 7.00am and 7.00pm, Monday to Friday.

2. Activity status: **Restricted Discretionary**

Where:

a. Compliance with MRZ-R5.1.a or MRZ-R5.1.b is not achieved.

Matters of discretion are:

1. The extent to which the intensity and scale of the activity may adversely impact on the amenity values of nearby residential properties and the surrounding neighbourhood.
2. The extent to which childcare facilities are integrated into residential development.

Notification status: An application for resource consent made in respect of rule MRZ-R5.2.a is precluded from being publicly notified.

MRZ-R6	Retirement village

1. Activity status: **Restricted Discretionary**

Matters of discretion are:

1. The matters in MRZ-P2, MRZ-P3 and MRZ-P7.

Notification status: An application for resource consent made in respect of rule MRZ-R6.1 is precluded from being publicly notified.

MRZ-R7	**Community facility, healthcare facility, emergency facility, educational facility (excluding child care services)**

1. Activity status: **Restricted Discretionary**

Matters of discretion are:

1. The matters in MRZ-P13.

Notification status: An application for resource consent made in respect of rule MRZ-R7.1 is precluded from being publicly notified.

MRZ-R8	**All other activities**

1. Activity status: **Discretionary**

Where:

a. The activity is not otherwise provided for as a permitted, restricted discretionary or non-complying activity.

Rules: Building and structures activities in the Medium Density Residential Zone, excluding the Character Precincts, Mount Victoria North Townscape Precinct, and the Oriental Bay Height Precinct

MRZ-R9	**Maintenance and repair of buildings and structures**

1. Activity status: **Permitted**

MRZ-R10	**Demolition or removal of buildings and structures**

1. Activity status: **Permitted**

MRZ-R11	**Construction, addition or alteration of buildings and structures for a residential activity where no more than three residential units occupy the site**

1. Activity status: **Permitted**

Where:

a. Compliance with the following standards is achieved:

i. MRZ-S1;
ii. MRZ-S3;
iii. MRZ-S4 ~~except for front and side yard boundary setbacks~~;
iv. MRZ-S5;
v. MRZ-S6;
vi. MRZ-S7;
vii. MRZ-S8; and
viii. MRZ-S9.

2. Activity status: **Restricted Discretionary**

Where:

a. Compliance with any of the requirements of MRZ-R11.1.a is not achieved.

Matters of discretion are:

1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard; and
2. The matters in MRZ-P2, MRZ-P3, MRZ-P4, MRZ-P5, MRZ-P8, MRZ-P9 and MRZ-P10~~; and~~
3. ~~The location and design of the building as it relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor~~.

Notification status:

An application for resource consent made in respect of rule MRZ-R11.2.a which results from non-compliance with MRZ-S1, MRZ-S3, MRZ-S4 or MRZ-S5 is precluded from being publicly notified.

An application for resource consent made in respect of rule MRZ-R11.2.a which results from non-compliance with MRZ-S6, MRZ-S7, MRZ-S8, or MRZ-S9 is precluded from being either publicly or limited notified.

MRZ-R12	**Construction, addition or alteration of buildings or structures for a residential activity for multi-unit housing or a retirement village**

1. Activity status: **Restricted Discretionary**

Matters of discretion are restricted to:

1. The extent and effect of non-compliance with any of the following standards as specified in the associated assessment criteria for any infringed standard:
   a. MRZ-S2;
   b. MRZ-S3;
   c. MRZ-S4;
   d. MRZ-S7 for multi-unit housing only;
   e. ~~d.~~ MRZ-S11 for multi-unit housing only; and
   f. ~~e.~~ MRZ-S12 for multi-unit housing only. ~~; and~~
   ~~f. MRZ-S13 for multi-unit housing only; and~~
2. For multi-unit housing, in addition to the matters in 1 above, the matters in MRZ-P2, MRZ-P3, MRZ-P5, MRZ-P6, MRZ-P8, MRZ-P9 and MRZ-P10.
3. For retirement villages, in addition to the matters in 1 above:
   i. The effects of the retirement village on the safety of adjacent streets or public open spaces;
   ii. The extent to which articulation, modulation and materiality addresses adverse visual dominance effects associated with building length;
   iii. The effects arising from the quality of the interface between the retirement village and adjacent streets or public open spaces;
   iv. The matters in MRZ-P2, MRZ-P4, MRZ-P7, MRZ-P8, MRZ-P9, and MRZ-P10; and
   v. The positive effects of the construction, development and use of the retirement village.

Notification status: An application for resource consent made in respect of rule MRZ-R12.1 is precluded from being publicly notified.

An application for resource consent made in respect of rule MRZ-R12.1 that complies with all relevant standards is also precluded from being limited notified.

An application for resource consent made in respect of rule MRZ-R12.1 that complies with MRZ-S2, MRZ-S3, MRZ-S4, but does not comply with one or more of the other relevant standards is also precluded from being limited notified.

MRZ-R13	**Fences and standalone walls**

1. Activity status: **Permitted**

   Where:

   a. Compliance with MRZ-S10 achieved.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with any of the requirements of MRZ-R13.1.a is not achieved.

Matters of discretion are:

1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard; and
2. The matters in MRZ-P8 and MRZ-P10.

Notification status: An application for resource consent made in respect of rule MRZ-R13.2.a is precluded from being publicly notified.

MRZ-R14	**Buildings and structures on or over a legal road**

1. Activity Status: **Permitted**

   Where:

   a. It is a retaining wall of 1.5m in height, or less, above ground level.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with the requirement of MRZ-R14.1.a is not achieved.

Matters of discretion are:

1. Streetscape and visual amenity effects;
2. Dominance, privacy and shading effects on adjoining properties;
3. Maintaining safe access and safety for road users, including pedestrians;
4. The matters in MRZ-P8, MRZ-P9 and MRZ-P10; and
5. Maintaining the ability for emergency services, including fire appliances, to access the property for firefighting purposes.

Note: Where the legal road that a proposal applies to is owned by Waka Kotahi, it is recommended that written approval from Waka Kotahi is acquired before lodging a resource consent application.

Notification status: An application for resource consent made in respect of rule MRZ-R14.2.a is precluded from being publicly notified.

MRZ-R15	**Construction, addition or alteration of any ~~other~~ building or structure for a non-residential activity~~, including additions and alterations~~**

1. Activity status: **Permitted**

   Where:

   a. Compliance with the following standards is achieved:

      i. MRZ-S2;
      ii. MRZ-S3;
      iii. MRZ-S4; and

iv. MRZ-S5.~~;~~
~~v. MRZ-S6;~~
~~vi. MRZ-S11;~~
~~vii. MRZ-S12; and~~
viii. ~~MRZ-S13.~~

2. Activity status: **Restricted Discretionary**

Where:

a. Compliance is not achieved with any of the requirements of MRZ-R15.1.a.

Matters of discretion are:

1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard; and
2. The matters in MRZ-P9; MRZ-P10 and MRZ-P13 (excluding retirement villages).~~;~~
3. ~~For new buildings and additions to multi-unit housing, in addition to 1 and 2 above, the matters in MRZ-P6, MRZ-P7 and MRZ-P8; and~~
4. ~~For new buildings and additions and alterations to retirement villages in addition to 1 and 2 above:~~
   - ~~i. The effects of the retirement village on the safety of adjacent streets or public open spaces;~~
   - ~~ii. The extent to which articulation, modulation and materiality addresses adverse visual dominance effects associated with building length;~~
   - ~~iii. The effects arising from the quality of the interface between the retirement village and adjacent streets or public open spaces;~~
   - ~~iv. The matters in MRZ-P2, MRZ-P4, MRZ-P7, MRZ-P8, MRZ-P9 and MRZ-P10.~~
   - v. ~~The positive effects of the construction, development, and use of the retirement village.~~

Notification status: An application for resource consent made in respect of rule MRZ-R15.2.a is precluded from being publicly notified.

An application for resource consent made in respect of rule MRZ-R15.2.a and complies with standards MRZ-S2 and MRZ-S3 is precluded from being limited or publicly notified.

Rules: Building and structure activities in the Character Precincts (MRZ-PREC01)

MRZ-PREC01-R1	**Maintenance and repair of buildings and structures**

1. Activity status: **Permitted**

MRZ-PREC01-R2	**Construction, addition, and alteration of accessory buildings**

1. Activity status: **Permitted**

Where:

a. The accessory building is not located between the road boundary and the primary elevation of a residential building on the site; and
b. Compliance with the following standards is achieved:
   - i. MRZ-S3;
   - ii. MRZ-S4 only in relation to the rear yard boundary setback;
   - iii. MRZ-S5; and
   - iv. MRZ-PREC01-S2.

2. Activity status: **Restricted Discretionary**

Where:

a. Compliance with any of the requirements of MRZ-PREC01-R2.1.a or MRZ-PREC01-R2.1.b is not achieved.

Matters of discretion are:

1. The extent and effect of non-compliance with the standard as specified in the associated assessment criteria for the infringed standard;
2. The matters in MRZ-PREC01-P1, MRZ-PREC01-P5, MRZ-PREC01-P6; and
3. The Residential Design Guide Character Precincts Appendix.

Notification status: An application for resource consent made in respect of rule MRZ-PREC01-R2.2.a is precluded from being publicly notified.

MRZ-PREC01-R3	Demolition or removal of buildings and structures, except those buildings addressed in MRZ-PREC01-R4

1. Activity status: **Permitted**

MRZ-PREC01-R4	Demolition of any building or part of any building, excluding accessory buildings, constructed prior to 1930

1. Activity status: **Restricted Discretionary**

Matters of discretion are:

1. The matters contained in MRZ-PREC01-P2.

MRZ-PREC01-R5	Construction, addition or alteration of any buildings or structures, excluding accessory buildings

1. Activity status: **Restricted Discretionary**

Matters of discretion are:

1. The extent and effect of non-compliance with any of the following standards as specified in the associated assessment criteria for the infringed standard:
    i. MRZ-S1;
    ii. MRZ-S3;
    iii. MRZ-S4 only in relation to the rear yard boundary setback;
    iv. MRZ-S5;
    v. MRZ-S6;
    vi. MRZ-S7;
    vii. MRZ-S8;
    viii. MRZ-S9;
    ix. MRZ-S11 for multi-unit housing;
    x. MRZ-S12 for multi-unit housing.~~; and~~
    ~~xi. MRZ-S13 for multi-unit housing; and~~
2. The matters in MRZ-PREC01-P1, MRZ-PREC01-P3, MRZ-PREC01-P6;
3. The Residential Design Guide Character Precincts Appendix; and
4. The matters in MRZ-P6 for multi-unit housing.

Notification status: An application for resource consent made in respect of rule MRZ-PREC01-R5.1 is precluded from being publicly notified.

MRZ-PREC01-R6	Fences and standalone walls

1. Activity status: **Permitted**

   Where:

   a. Compliance with MRZ-PREC01-S1 is achieved.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with the requirements of MRZ-PREC01-R6.1.a is not achieved.

Matters of discretion are:

1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.

Notification status: An application for resource consent made in respect of rule MRZ-PREC01-R6.2.a is precluded from being publicly notified.

MRZ-PREC01-R7	**Buildings and structures on or over a legal road**

1. Activity status: **Restricted Discretionary**

Matters of discretion are restricted to:

1. Streetscape, visual amenity and character effects;
2. Dominance, privacy and shading effects on adjoining properties; and
3. Maintaining safe access and safety for road users, including pedestrians.

Rules: Building and structure activities in the Mount Victoria North Townscape Precinct (MRZ-PREC02)

MRZ-PREC02-R1	**Maintenance and repair of buildings and structures**

1. Activity status: **Permitted**

MRZ-PREC02-R2	**Demolition or removal of buildings and structures**

1. Activity status: **Permitted**

MRZ-PREC02-R3	**Construction, addition or alteration of any buildings or structures**

1. Activity status: **Restricted Discretionary**

Matters of discretion are:

1. The extent and effect of non-compliance with any of the following standards as specified in the associated assessment criteria for the infringed standard:
   a. MRZ-S1;
   b. MRZ-S3;
   c. MRZ-S4 only in relation to the rear yard boundary setback;
   d. MRZ-S5;
   e. MRZ-S6;
   f. MRZ-S7;
   g. MRZ-S8;
   h. MRZ-S9;
   i. MRZ-S11 for multi-unit housing;
   j. MRZ-S12 for multi-unit housing. ~~; and~~

~~k. MRZ-S13 for multi-unit housing; and~~

2. The matters in MRZ-PREC02-P1;
3. The Residential Design Guide Mt Victoria North Townscape Precinct Appendix; and
4. The matters in MRZ-P6 for multi-unit housing.

Notification status: An application for resource consent made in respect of rule MRZ-PREC02-R3.1 is precluded from being publicly notified.

MRZ-PREC02-R4	**Fences and standalone walls**

1. Activity status: **Permitted**

   Where:

   a. Compliance with MRZ-S10 is achieved.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with the requirements of MRZ-PREC02-R4.1.a is not achieved.

Matters of discretion are:

1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.

Notification status: An application for resource consent made in respect of rule MRZ-PREC01-R4.2.a is precluded from being publicly notified.

MRZ-PREC02-R5	**Buildings and structures on or over a legal road**

1. Activity status: **Restricted Discretionary**

Matters of discretion are:

1. Streetscape, visual amenity and townscape effects;
2. Dominance, privacy and shading effects on adjoining properties; and
3. Maintaining safe access and safety for road users, including pedestrians.

Rules: Building and structure activities in the Oriental Bay Height Precinct (MRZ-PREC03)

MRZ-PREC03-R1	**Maintenance and repair of buildings and structures**

1. Activity status: **Permitted**

MRZ-PREC03-R2	**Demolition or removal of buildings and structures**

1. Activity status: **Permitted**

MRZ-PREC03-R3	**Additions or alterations to existing buildings, structures or accessory buildings**

1. Activity status: **Permitted**

   Where:

a. The additions or alterations are to existing buildings three storeys or less in height (including garaging), provided that the works do not increase the height of the building above the existing highest point of the building and compliance is achieved with MRZ-PREC03-S1 and MRZ-PREC03-S2; or
b. The additions or alterations do not alter the external appearance of the building, structure or accessory building; or
c. The additions or alterations are not visible from public places; or
d. The additions or alterations do not require an application for building consent.

For the purpose of this rule chimneys, flues, ventilation shafts, aerials, satellite dishes less than 1 metre in diameter, spires, flagpoles, or other decorative features shall be excluded from the measurement of the highest point.

MRZ-PREC03-R4	Construction, alteration or addition to buildings, structures or accessory buildings that are not Permitted Activities

1. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance is achieved with MRZ-PREC03-S1, MRZ-PREC03-S2, MRZ-PREC03-S3~~,~~ and MRZ-PREC03-S4 ~~and MRZ-PREC03-S5~~.

Matters of discretion are:

1. Design (including building bulk, height, and scale), external appearance and siting; and
2. The Residential Design Guide.

Notification status: An application for resource consent made in respect of rule MRZ-PREC03-R4.1.a is precluded from being publicly being publicly or limited notified.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with any of the requirements of MRZ-PREC03-S4 ~~or MRZ-PREC03-S5~~ is not achieved.

Matters of discretion are:

1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.

Notification status: An application for resource consent made in respect of rule MRZ-PREC03-R4.2.a is precluded from being publicly being publicly or limited notified.

3. Activity status: **Non-complying**

   Where:

   a. Compliance with any of the requirements of MRZ-PREC03-S1, MRZ-PREC03-S2 or MRZ-PREC03-S3 is not ~~cannot be~~ achieved.

MRZ-PREC03-R5	Fences and standalone walls

1. Activity status: **Permitted**

   Where:

   a. Compliance with MRZ-PREC03-S6 is achieved.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with MRZ-PREC03-S6 is not achieved.

Matters of discretion are:

1. Streetscape and visual amenity effects; and
2. Dominance and shading effects on adjoining properties.

Notification status: An application for resource consent made in respect of rule MRZ-PREC03-R5.2.a is precluded from being publicly notified.

MRZ-PREC03-R6	**Buildings and structures on or over a legal road**

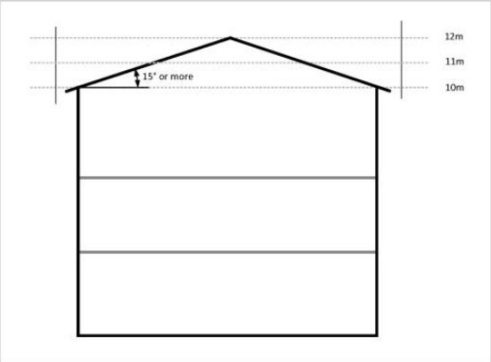
1. Activity status: **Restricted Discretionary**

Matters of discretion are:

1. Streetscape and visual amenity effects;
2. Dominance, privacy and shading effects on adjoining properties;
3. Maintaining safe access and safety for road users, including pedestrians; and
4. The matters in MRZ-P8, MRZ-P9, MRZ-P10 and MRZ-PREC03-P1.

Notification status: An application for resource consent made in respect of rule MRZ-PREC03-R6.1 is precluded from being publicly notified.

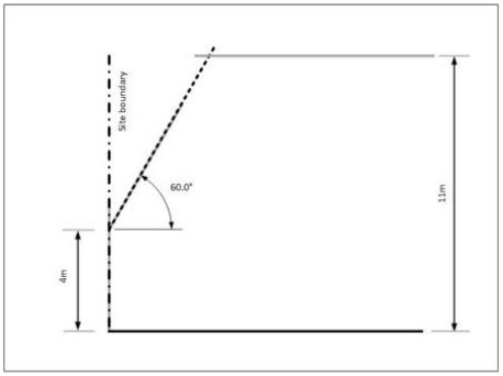
Standards	
MRZ-S1	**Building height control 1:** **1. Where no more than three residential units occupy the site; or** **2. For the construction, addition or alteration of any buildings or structures in a Character Precinct or Mount Victoria North Townscape Precinct.**

1. Buildings and structures must not exceed 11 metres in height above ground level, except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed the heights above by 1 metre, where the entire roof slopes 15° or more, as shown in the diagram below:  This standard does not apply to: a. Fences or standalone walls; b. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; and c. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m measured vertically.	Assessment criteria where the standard is infringed: 1. Streetscape and visual amenity effects; 2. Dominance, privacy and shading effects on adjoining sites; 3. Effects on the function and associated amenity values of any adjacent open space and recreation zone; and 4. The siting of a development on a site, particularly in relation to larger than typical sites.

MRZ-S2	**Building height control 2:** **1. For multi-unit housing or a retirement village: or** **2. Other buildings and structures.**

1. Buildings and structures must not exceed the following heights above ground level as identified on the District Plan maps: **Location** / **Limit** a. Height Area 1 — 11m, except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1 meter, where the entire roof slopes 15° or more. b. Height Area 2 — 14m This standard does not apply to: a. Fences or standalone walls;	Assessment Criteria where the standard is infringed: 1. Streetscape and visual amenity effects; 2. Dominance, privacy and shading effects on adjoining sites; 3. Effects on the function and associated amenity values of any adjacent open space and recreation zone; and 4. The siting of a development on a site, particularly in relation to larger than typical sites.

b. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; and c. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m.	
MRZ-S3	**Height in relation to boundary**

1. For any site where MRZ-S1 or MRZ-S2.1.a applies: no part of any building or structure may project beyond a 60° recession plane measured from a point 4 metres vertically above ground level along all boundaries, as shown in the diagram below;  2. For any site where MRZ-S2.1.b applies: no part of any building or structure may project beyond a 60° recession plane measured from a point 5 metres vertically above ground level along all boundaries; and 3. Where the boundary forms part of a legal right of way, access strip, access allotment, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, access strip, access allotment, or pedestrian access way. This standard does not apply to: a. A boundary with a road; b. Existing or proposed internal boundaries within a site; and c. Site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed. d. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; and e. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m measured vertically.	Assessment Criteria where the standard is infringed: 1. Streetscape and visual amenity effects; 2. Dominance, privacy and shading effects on adjoining sites; and 3. Effects on the function and associated amenity values of any adjacent open space and recreation zone.
MRZ-S4	**Boundary setbacks**
~~**Note:**~~	~~1. Buildings and structures must be set back from the relevant boundary by the minimum depth listed in the yards table below:~~ ~~**Yard**~~ | ~~**Minimum depth**~~
	Assessment criteria where the standard is infringed:

~~Exclusions for front and side yards in MRZ-R11.~~

~~Front~~	~~1.5 metres~~
~~Side~~	~~1 metre~~
~~Rear~~	~~1 metre (excluded on corner sites)~~
~~Rail corridor boundary~~	~~1.5m~~

Yard	Minimum depth for a residential activity where no more than three residential units occupy the site	Minimum depth for a residential activity for multi-unit housing or a retirement village	Minimum depth for any building or structure for a non-residential activity	PREC01	PREC02
Front	0 m	1.5 m	1.5 m	0 m	0 m
Side	0 m	1 m	1 m	0 m	0 m
Rear	1 m (excluded on corner sites)	1 m (excluded on corner sites)	1 m (excluded on corner sites)	1 m	1 m
Rail corridor boundary	1.5 m	1.5 m	1.5 m	1.5 m	1.5 m

This standard does not apply to:

a. Site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed;
b. Fences or standalone walls;
c. Uncovered decks and uncovered structures no more than 1m in height above ground level (except in relation to the rail corridor boundary, where it does apply); and
d. Eaves up to 600mm in width (except in relation to the rail corridor boundary, where it does apply).

~~1. Streetscape and visual amenity effects; and~~
~~2. Dominance, privacy and shading effects on adjoining sites.~~

1. Streetscape and visual amenity effects; and
2. Dominance, privacy and shading effects on adjoining sites; and
3. The extent to which the location and design of the building relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.

MRZ-S5	**Building coverage**
1. Maximum building coverage must not exceed 50% of the net site area. This standard does not apply to:	Assessment criteria where the standard is infringed: 1. Streetscape and visual amenity effects; and

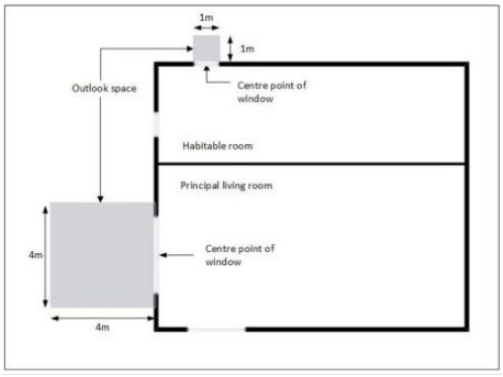
1. Uncovered decks and uncovered structures no more than 1m in height above ground level; and 2. Eaves up to 1m in width; 3. Multi-unit housing; and 4. Retirement villages.	2. Dominance, privacy and shading effects on adjoining sites.

MRZ-S6	Outdoor living space (per unit)
1. A residential unit at ground floor level must have an outdoor living space that is at least 20 square metres and that comprises ground floor, balcony, patio, or roof terrace space that: a. Where located at ground level, has no dimension less than 3 metres; b. Where provided in the form of a balcony, patio, or roof terrace, is at least 8 square metres and has a minimum dimension of 1.8 metres; c. Is accessible from the residential unit; d. May be: i. grouped cumulatively by area in 1 communally accessible location; or ii. located directly adjacent to the unit; and e. Is free of buildings, parking spaces, and servicing and manoeuvering areas. 2. A residential unit located above ground floor level must have an outdoor living space in the form of a balcony, patio, or roof terrace that: a. Is at least 8 square metres and has a minimum dimension of 1.8 metres; b. Is accessible from the residential unit; and c. May be: i. grouped cumulatively by area in 1 communally accessible location, in which case it may be located at ground level; or ii. located directly adjacent to the unit. This standard does not apply to: a. Multi-unit housing; and b. Retirement villages.	Assessment criteria where the standard is infringed: The extent to which: 1. The design of the proposed outdoor living space provides a good standard of amenity; 2. Other on-site factors compensate for a reduction in the size or dimension of the outdoor living space; and 3. The availability of public open space in proximity to the site.

MRZ-S7	Outlook space (per unit)

1. An outlook space must be provided for each residential unit as specified in this standard;

2. An outlook space must be provided from habitable room windows as shown in the diagram below;



3. The minimum dimensions for a required outlook space are as follows:
    a. A principal living room must have an outlook space with a minimum dimension of 4 metres in depth and 4 metres in width; and
    b. All other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width;

4. The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies;

5. Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space;

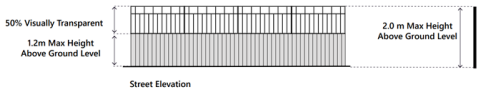
6. Outlook spaces may overlap where they are on the same wall plane in the case of a multi-storey building;

7. Outlook spaces may be under or over a balcony;

8. Outlook spaces required from different rooms within the same building may overlap; and

9. Outlook spaces must:
    a. Be clear and unobstructed by buildings; and
    b. Not extend over an outlook space or outdoor living space required by another dwelling.

This standard applies to: a. Multi-unit housing b. Residential development in the Oriental Bay Height Precinct This standard does not apply to: ~~a. Multi-unit housing; and~~ ~~b.~~ a. Retirement villages.	Assessment criteria where the standard is infringed: The extent to which: 1. Acceptable levels of natural light are provided to habitable rooms; and 2. The design of the proposed unit provides a healthy living environment.
MRZ-S8	**Windows to street**
1. Any residential unit facing the street must have a minimum of 20% of the street-facing façade in glazing. This can be in the form of windows or doors. This standard does not apply to: a. Multi-unit housing; and b. Retirement villages.	Assessment criteria where the standard is infringed: 1. Streetscape and visual amenity effects; and 2. Passive surveillance and safety.
MRZ-S9	**Landscaped area**
1. A residential unit at ground floor level must have a landscaped area of a minimum of 20% of a developed site with grass or plants, and can include the canopy of trees regardless of the ground treatment below them; and 2. The landscaped area may be located on any part of the site, and does not need to be associated with each residential unit. This standard does not apply to: a. Multi-unit housing; and b. Retirement villages.	Assessment criteria where the standard is infringed: 1. Streetscape and visual amenity effects; and 2. Hard surfacing is minimised as far as practicable.
MRZ-S10	**Fences and standalone walls**

1. Any fence or standalone wall, or combination of these structures, must not: a. Exceed a maximum height of 2m above ground level where within 1m of any side or rear boundary; b. Obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities. 2. On a front boundary or within 1.5m of a front boundary ~~in a front boundary setback~~ any fence or standalone wall, or combination of these structures, must not: a. Exceed a maximum height of 2m above ground level; and b. Any part of a fence or standalone wall above 1.2m in height must be 50% visually transparent for its entire length, as shown in the diagram below. c. Obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities.  3. On a boundary with a site zoned open space or a boundary adjoining public space, including public accessways, or within 1m of either of these boundaries, any fence or standalone wall, or combination of these structures, must not: a. Exceed a maximum height of 2m above ground level; and b. Any part of a fence or standalone wall above 1.2m in height must be 50% visually transparent for its entire length. c. Obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities. MRZ-S10.2 does not apply to a State Highway.	Assessment Criteria where the standard is infringed: 1. Streetscape and visual amenity effects; and 2. Dominance and shading effects on adjoining properties.

MRZ-S11	**Minimum residential unit size for multi-unit housing**

1. Residential units, including any dual key unit, must meet the following minimum sizes:

Residential Unit Type	**Minimum Net Floor Area**
a. Studio unit	35m^2
b. 1 bedroom unit	40m^2
c. 2+ bedroom unit	55m^2

Assessment criteria where the standard is infringed:

The extent to which:
1. The design of the proposed unit provides a good standard of amenity; and
2. Other on-site factors compensate for a reduction in unit sizes.

MRZ-S12	Outdoor living space for multi-unit housing

1. Each residential unit, including any dual key unit, must be provided with either a private outdoor living space or access to a communal outdoor living space;

2. Where private outdoor living space is provided it must be:
   a. For the exclusive use of residents;
   b. Directly accessible from a habitable room;
   c. A single contiguous space; and
   d. Of the minimum area and dimension specified in the table below;

3. Where communal outdoor living space is provided it does not need to be in a single continuous space but it must be:
   a. Accessible from the residential units it serves;
   b. Of the minimum area and dimension specified in the table below; and
   c. Free of buildings, parking spaces, and servicing and manoeuvering areas.

Living Space Type	Minimum area	Minimum Dimension
a. Private		
i. Studio unit and 1-bedrooom unit	5m^2	1.8m
ii. 2+ bedroom unit	8m^2	1.8m
b. Communal		
i. For 4 - 15 units	64m^2	8m
ii. For each additional unit above 15 units	2m^2	-

Communal outdoor living space is calculated based on the number of units not provided with the minimum area of private outdoor living space.

Assessment criteria where the standard is infringed:

The extent to which:
1. Any proposed outdoor living space provides a good standard of amenity relative to the number of occupants the space is designed for;
2. Other on-site factors compensate for a reduction in the size or dimension of the outdoor living space; and
3. The availability of public open space in proximity to the site.

~~MRZ-S13~~	~~Outlook space for multi-unit housing~~

~~1. All habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width; and~~

~~2. The outlook space must meet the requirements set out MRZ-S7.~~

~~Assessment criteria where the standard is infringed:~~
~~-~~
~~The extent to which:~~
~~1. Acceptable levels of natural light are provided to habitable rooms; and~~
~~2. The design of the proposed unit provides a healthy living environment.~~

Standards - Character Precincts (MRZ-PREC01)

MRZ-PREC01-S1	Fences and standalone walls
1. Any fence or standalone wall, or combination of these structures, must not exceed a maximum height of 2m above ground level within 1m of any site boundary. Except that: a. Any fence or standalone wall, or combination of these structures along a road boundary, must not exceed a maximum height of 1m above ground level within 1m of the boundary.	Assessment criteria where the standard is infringed: 1. Dominance and shading effects on adjoining properties; and 2. Streetscape, visual amenity and character effects.

MRZ-PREC01-S2	Maximum height of an accessory building
1. Any accessory building must not exceed a maximum height of 3.5m above ground level.	Assessment criteria where the standard is infringed: 1. Streetscape, visual amenity and character effects.

Standards - Oriental Bay Height Precinct (MRZ-PREC03)

MRZ-PREC03-S1	Boundary setbacks
1. No boundary setbacks except: a. For 282-300 Oriental Parade a minimum 1 metre rear boundary setback is required; and b. For 232-234 Oriental Parade a minimum 6 metre rear boundary setback is required.	Assessment criteria where the standard is infringed: 1. Dominance, privacy and shading effects on adjoining sites.

MRZ-PREC03-S2	Height in relation to boundary
1. No height in relation to boundary except on boundaries with adjacent residential properties that are located outside the Oriental Bay Height Precinct; and 2. Where a boundary is adjacent to a residential property located outside the Oriental Bay Height Precinct, the height in relation to boundary standard of the underlying zone of the adjacent residential property will apply.	Assessment criteria where the standard is infringed: 1. Dominance, privacy and shading effects on adjoining sites; and 2. Effects on the function and associated amenity values of any adjacent open space zone.

MRZ-PREC03-S3	Maximum height
1. Buildings, structures and accessory buildings must not exceed the maximum heights shown on the Oriental Bay Height Precinct Map, except for 20A Oriental Terrace where the maximum height must not be exceeded by more than 20%.	Assessment criteria where the standard is infringed: 1. Streetscape and visual amenity effects; 2. Dominance, privacy and shading effects on adjoining sites; and 3. Effects on the function and associated amenity values of any adjacent open space zone.

MRZ-PREC03-S4	Minimum residential unit size

1. Residential units, including any dual key unit, must meet the following minimum sizes:

Residential Unit Type	Minimum Net Floor Area
a. Studio unit	35m^2
b. 1 bedroom unit	40m^2
c. 2+ bedroom unit	55m^2

Assessment criteria where the standard is infringed:

The extent to which:
1. The design of the proposed unit provides a good standard of amenity; and
2. Other on-site factors compensate for a reduction in unit sizes.

~~MRZ-PREC03-S5~~	~~Outlook space~~

~~1. All habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width; and~~

~~2. The outlook space must meet the requirements set out MRZ-S7.4-9.~~

~~Assessment criteria where the standard is infringed:~~

~~The extent to which:~~

~~1. Acceptable levels of natural light are provided to habitable rooms; and~~
~~2. The design of the proposed unit provides a good standard of amenity and healthy living environment.~~

MRZ-PREC03-S6	Fences and standalone walls

1. Any fence or standalone wall, or combination of these structures, must not exceed a maximum height of 2m above ground level where within 1m of any side or rear boundary; and

2. On a road boundary: any fence or standalone wall, or combination of these structures, must not exceed:
   a. A maximum height of 2m above ground level; and
   b. Any part of a fence or standalone wall above 1.2m in height must be 50% visually transparent for its entire length.

3. On a boundary with a site zoned open space or a boundary adjoining public space, including public accessways, or within 1m of either of these boundaries, any fence or standalone wall, or combination of these structures, must not:
   a. Exceed a maximum height of 2m above ground level; and
   b. Any part of a fence or standalone wall above 1.2m in height must be 50% visually transparent for its entire length.

Assessment criteria where the standard is infringed:

1. Streetscape and visual amenity effects; and
2. Dominance and shading effects on adjoining properties.

This chapter is operative as of 14 July 2025.

He Rohe Wharenoho Mātoru-Nui

High Density Residential Zone

HRZ	High Density Residential Zone

Introduction

The High Density Residential Zone encompasses residential areas of the city located near to the City Centre Zone, Metropolitan Centre Zones and railway stations forming part of a Rapid Transit service. These areas are used predominantly for residential activities with a high concentration and bulk of buildings and other compatible activities.

The efficient use of land and infrastructure within the High Density Residential Zone is important to meet the strategic objectives of maintaining a compact urban form and providing new housing to help address the City's housing needs. This will also ensure that residents have convenient access to retail, services, employment and public transport.

The High Density Residential Zone provides for a range of housing types at a greater density and scale than the Medium Density Residential Zone. It gives effect to the requirements of the RMA to provide for well-functioning urban environments by allowing for three residential units of up to three storeys on a site, and also by enabling multi-unit housing of at least six storeys through a resource consent process subject to standards and design guidance.

It is anticipated that the form, appearance and amenity of neighbourhoods within the High Density Residential Zone will change over time to a more intensive urban built form.

There are parts of the High Density Residential Zone where the permitted development, height or density directed by the NPS-UD may be modified by qualifying matters.

The High Density Residential Zone accommodates a range of compatible non-residential uses that support the needs of local communities. Incompatible non-residential activities are not anticipated in this zone.

Other relevant District Plan provisions

There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives

HRZ-O1	**Purpose** The High Density Residential Zone provides for predominantly residential activities and a variety of housing types and sizes that respond to:

	1. Housing needs and demand; and 2. The neighbourhood's planned urban built character, of at least 6-storey buildings.
HRZ-O2	**Efficient use of land** Land within the High Density Residential Zone is used efficiently for residential development that: 1. Increases housing supply and choice; 2. May be of a greater density and scale than the Medium Density Residential Zone; and 3. Contributes to a more intensive high-density urban living environment.
HRZ-O3	**Healthy, safe and accessible living environments** The High Density Residential Zone provides healthy, safe and accessible living environments with attractive and safe streets.
	Policies
HRZ-P1	**Enabled activities** Enable residential activities and other activities that are compatible with the purpose of the High Density Residential Zone, while ensuring their scale and intensity is consistent with the amenity values anticipated for the Zone, including: 1. Home business; 2. Visitor accommodation; 3. Childcare services; and 4. Community gardens.
HRZ-P2	**Housing supply and choice** Enable a variety of housing typologies with a mix of densities within the zone, including 3-storey attached and detached dwellings, low-rise apartments, and residential buildings of at least 6-storeys in height.
HRZ-P3	**Housing needs** Enable housing to be designed to meet the day-to-day needs of residents, including by encouraging a variety of housing, sizes and tenures to cater for people of all ages, lifestyles, abilities and impairments.
HRZ-P4	**Medium density residential standards** Apply the medium density residential standards across the High Density Residential Zone and enable higher permitted threshold to support high density development, except in circumstances where a qualifying matter is relevant (including matters of significance such as historic heritage and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga).

HRZ-P5	**Developments not meeting permitted activity status** Provide for developments not meeting permitted activity status, while encouraging high-quality developments.
HRZ-P6	**Multi-unit housing** Provide for multi-unit housing where it can be demonstrated that the development: 1. Fulfils the intent of the Residential Design Guide; 2. Provides a minimum area of private or shared outdoor living space that is sufficient to cater for the needs of future occupants; 3. Provides an adequate and appropriately located area on site for the management, storage and collection of all waste, recycling and organic waste potentially generated by the development; and 4. Will be adequately serviced by three waters infrastructure or can address any constraints on the site.
HRZ-P7	**Retirement villages** Provide for retirement villages where it can be demonstrated that the development: 1. Fulfils the intent of the Residential Design Guide; 2. Includes outdoor space that is sufficient to cater for the needs of the residents of the village; 3. Provides an adequate and appropriately located area on site for the management, storage and collection of all waste, recycling and organic waste potentially generated by the development; 4. Will be adequately serviced by three waters infrastructure or can address any constraints on the site; and 5. Is of an intensity, scale and design that is consistent with the amenity values anticipated for the Zone.
HRZ-P8	**Residential buildings and structures** Provide for a range of residential buildings and structures, including additions and alterations, that: 1. Provide healthy, safe and accessible living environments; 2. Are compatible with the built environment anticipated in the High Density Residential Zone; 3. Contribute positively to a changing urban environment; 4. Achieve attractive and safe streets; 5. Are of a form that is appropriate to the site context including, where relevant, being sympathetic to adjacent heritage buildings, heritage structures and heritage area, character precincts and sites and areas of significance to Māori; and 6. Address and resolve any adverse shading or dominance effects that might otherwise impact on nearby public open spaces as a result of building height or bulk, respectively.
HRZ-P9	**Vegetation and landscaping** Encourage the retention of existing vegetation, particularly native vegetation and visually prominent trees that may not otherwise be protected, and where vegetation is proposed to be removed, seek new landscaping of equal or better quality to help integrate new development into the surrounding environment and minimise hard surfacing.

HRZ-P10	**Attractive and safe streets and public open spaces** Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.
HRZ-P11	**Community gardens, urban agriculture and waste minimisation** Encourage the development of community gardens, small-scale urban agriculture and circular approaches to the production and management of waste (particularly organic waste), while managing adverse effects.
HRZ-P12	**Non-residential activities and buildings** Provide for non-residential activities and buildings that: 1. Support the needs of local communities; 2. Are of an intensity, scale and design that is consistent with the amenity values anticipated for the Zone; 3. Contribute positively to the urban environment and achieve attractive and safe streets; 4. Reduce reliance on travel by private motor vehicle; 5. Maintain the safety and efficiency of the transport network; and 6. Will be adequately serviced by three waters infrastructure or can address any constraints on the site; and 7. Are integrated into residential developments, where appropriate.
	Rules: Land use activities
HRZ-R1	**Community gardens**
	1. Activity status: **Permitted**
HRZ-R2	**Residential activities, excluding retirement villages**
	1. Activity status: **Permitted** Where: a. No more than three residential units occupy the site.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance with HRZ-R2.1.a is not achieved. Matters of discretion are: 1. The matters in HRZ-P2, HRZ-P3, HRZ-P5 and HRZ-P6. Notification status: An application for resource consent made in respect of rule HRZ-R2.2.a is precluded from being either publicly or limited notified.
HRZ-R3	**Home business**

	1. Activity status: **Permitted** Where: a. The site is occupied by a residential building and used for residential activities by at least one person, who is an employee or equivalent engaged in the home business, and lives on the site as their principal place of residence; b. No more than four people in total work in the home business at any one time, and the maximum number of people on site associated with the home business does not exceed 10 people at any one time; c. No more than one third of the total gross floor area of all buildings on the site is used for home business activities; d. Activities do not create a dust nuisance; e. The home business does not involve the use of trucks or other heavy vehicles; f. The home business does not include the repair, alteration, restoration or maintenance of motor vehicles or internal combustion engines, or the spray painting of motor vehicles, excluding the residents' motor vehicles; g. Any external storage of materials associated with the home business must be screened so they are not visible from outside the site; and h. No retailing must be conducted on the site, except: i. goods retailed online and do not result in customer visits to the site, or ii. goods ancillary and related to a service provided by the home business.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of HRZ-R3.1 is not achieved. Matters of discretion are: 1. The extent and effects of non-compliance with any requirement not met; and 2. The extent to which the intensity and scale of the activity adversely impacts on the amenity values of nearby residential properties and the surrounding neighbourhood. Notification status: An application for resource consent made in respect of rule HRZ-R3.2.a is precluded from being publicly notified.
HRZ-R4	**Visitor accommodation**
	1. Activity status: **Permitted** Where: a. The maximum occupancy does not exceed 10 guests per night.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance with HRZ-R4.1.a is not achieved. Matters of discretion are: 1. The extent to which the intensity and scale of the activity may adversely impact on the amenity values of nearby residential properties and the surrounding neighbourhood. Notification status: An application for resource consent made in respect of rule HRZ-R4.2.a is precluded from being publicly notified.

HRZ-R5	**Child care services**
	1. Activity status: **Permitted** Where: a. The maximum number of children who are not normally resident on the site does not exceed 10; and b. The hours of operation are between 7.00am and 7.00pm, Monday to Friday.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance with HRZ-R5.1.a or HRZ-R5.1.b is not achieved. Matters of discretion are: 1. The extent to which the intensity and scale of the activity may adversely impact on the amenity values of nearby residential properties and the surrounding neighbourhood. 2. The extent to which childcare facilities are integrated into residential development. Notification status: An application for resource consent made in respect of rule HRZ-R5.2.a is precluded from being publicly notified.
HRZ-R6	**Retirement Village**
	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in HRZ-P2, HRZ-P3 and HRZ-P7. Notification status: An application for resource consent made in respect of rule HRZ-R6.1 is precluded from being publicly notified.
HRZ-R7	**Community facility, healthcare facility, emergency facility, educational facility (excluding child care services)**
	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in HRZ-P12. Notification status: An application for resource consent made in respect of rule HRZ-R7.1 is precluded from being publicly notified.
HRZ-R8	**All Other Activities**
	1. Activity status: **Discretionary** Where: a. The activity status is not otherwise provided for as a permitted activity or restricted discretionary activity.

	Rules: Building and structure activities
HRZ-R9	**Maintenance and repair of buildings and structures**
	1. Activity status: **Permitted**
HRZ-R10	**Demolition or removal of buildings and structures**
	1. Activity status: **Permitted**
HRZ-R11	**Construction, addition or alteration of buildings and structures for a residential activity where no more than three residential units occupy the site**
	1. Activity status: **Permitted** Where: a. Compliance with the following standards is achieved: i. HRZ-S1; ii. HRZ-S3; iii. HRZ-S4 ~~except for front and side yard boundary setbacks~~; iv. HRZ-S5; v. HRZ-S6; vi. HRZ-S7; vii. HRZ-S8; and viii. HRZ-S9.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of HRZ-R11.1.a is not achieved. Matters of discretion are: 1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard; and 2. The matters in HRZ-P2, HRZ-P3, HRZ-P4, HRZ-P5, HRZ-P8, HRZ-P9 and HRZ-P10.~~;~~ ~~and~~ ~~3. The location and design of the building as it relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.~~ Notification status: An application for resource consent made in respect of rule HRZ-R11.2.a which results from non-compliance with HRZ-S1, HRZ-S3, HRZ-S4 or HRZ-S5 is precluded from being publicly notified. An application for resource consent made in respect of rule HRZ-R11.2.a which results from non-compliance with HRZ-S6, HRZ-S7, HRZ-S8 or HRZ-S9 is precluded from being either publicly or limited notified.
HRZ-R12	**Construction, addition or alteration of buildings or structures for a residential activity for multi-unit housing or a retirement village**
	1. Activity status: **Restricted Discretionary**

Matters of discretion are:

1. The extent and effect of non-compliance with any of the follow standards as specified in the associated assessment criteria for any infringed standard:
   a. HRZ-S2;
   b. HRZ-S3;
   c. HRZ-S4;
   d. HRZ-S11 for multi-unit housing only;
   e. HRZ-S12 for multi-unit housing only;
   f. HRZ-S13 for multi-unit housing only;
   g. HRZ-S14;
   h. HRZ-S15; and
   i. HRZ-S16.

2. For multi-unit housing, in addition to the matters in 1 above, the matters in HRZ-P2, HRZ-P3, HRZ-P5, HRZ-P6, HRZ-P8, HRZ-P9 and HRZ-P10.
3. For retirement villages in addition to the matters in 1 above:
   i. The effects of the retirement village on the safety of adjacent streets or public open spaces;
   ii. The extent to which articulation, modulation and materiality addresses adverse visual dominance effects associated with building length;
   iii. The effects arising from the quality of the interface between the retirement village and adjacent streets or public open spaces;
   iv. The matters in HRZ-P2, HRZ-P4, HRZ-P7, HRZ-P8, HRZ-P9, and HRZ-P10;
   v. The positive effects of the construction, development and use of the retirement village.

Notification status: An application for resource consent made in respect of rule HRZ-R12.1 is precluded from being publicly notified.

An application for resource consent made in respect of rule HRZ-R12.1 that complies with all relevant standards is also precluded from being limited notified.

An application for resource consent made in respect of rule HRZ-R12.1 that complies with HRZ-S2, HRZ-S3.2, and HRZ-S4, but does not comply with all other relevant standards is also precluded from being limited notified.

HRZ-R13	Fences and standalone walls

1. Activity status: **Permitted**

   Where:

   a. Compliance with HRZ-S10 is achieved.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with the requirements of HRZ-R13.1.a is not ~~cannot be~~ achieved.

Matters of discretion are:

1. The extent and effect of non-compliance with the standard as specified in the associated assessment criteria for the infringed standard; and
2. The matters in HRZ-P8 and HRZ-P11.

Notification status: An application for resource consent made in respect of rule HRZ-R13.2.a is precluded from being publicly notified.

HRZ-R14	**Buildings and structures on or over a legal road**

1. Activity Status: **Permitted**

   Where:

   a. It is a retaining wall of less than 1.5m in height above ground level.

2. Activity status: **Restricted Discretionary**

   Where compliance with any of the requirements of HRZ-R14.1.a is not achieved:

Matters of discretion are:

1. Streetscape and visual amenity effects;
2. Dominance, privacy and shading effects on adjoining properties;
3. Maintaining safe access and safety for road users, including pedestrians;
4. The matters in HRZ-P8, HRZ-P9 and HRZ-P10; and
5. Maintaining the ability for emergency services, including fire appliances, to access the property for firefighting purposes.

Note: Where the legal road that a proposal applies to is owned by Waka Kotahi, it is recommended that written approval from Waka Kotahi is acquired before lodging a resource consent application.

Notification status: An application for resource consent made in respect of rule HRZ-R14.2.a is precluded from being publicly notified.

HRZ-R15	**Construction, addition or alteration of any ~~other~~ building or structure for a non-residential activity, ~~including additions and alterations~~**

1. Activity status: **Permitted**

   Where:

   a. Compliance with the following standards is achieved:
      i. HRZ-S2;
      ii. HRZ-S3;
      iii. HRZ-S4; and
      iv. HRZ-S5.;
      ~~v. HRZ-S11 (For multi-unit housing only);~~
      ~~vi. HRZ-S12 (For multi-unit housing only);~~
      ~~vii. HRZ-S13 (For multi-unit housing only);~~
      ~~viii. HRZ-S14 (For multi-unit housing and retirement villages only);~~
      ~~ix. HRZ-S15 (For multi-unit housing and retirement villages only); and~~
      ~~x. HRZ-S16 (For multi-unit housing and retirement villages only).~~

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with any of the requirements of HRZ-R15.1.a is not achieved.

Matters of discretion are:

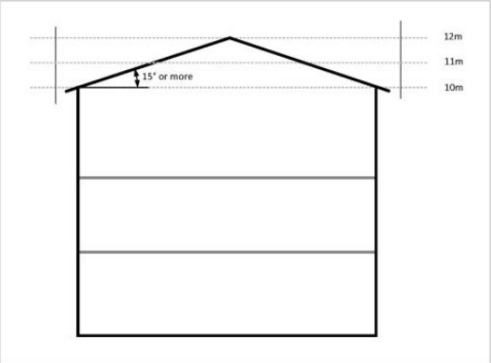
1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard; and
2. The matters in HRZ-P9, HRZ-P10, HRZ-P11 and HRZ-P12.; ~~and~~

~~3. The matters in HRZ-P6 and HRZ-P8 for new buildings and additions and alterations to multi-unit housing; and~~
~~4. The matters in HRZ-P7 and HRZ-P8 for new buildings and additions and alterations to a retirement village.~~

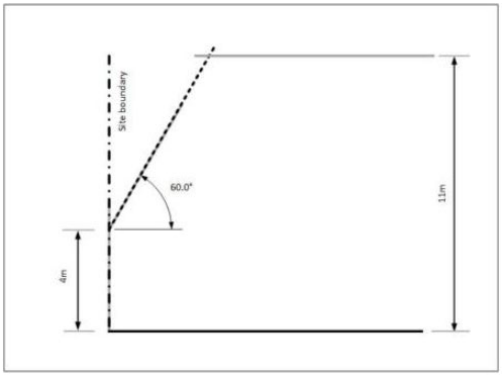
Notification status: An application for resource consent made in respect of rule HRZ-R15.2.a is precluded from being publicly notified.

An application for resource consent for additions and alterations to a retirement village where compliance is achieved with HRZ-S2~~,~~ and HRZ-S3~~, HRZ-S14, HRZ-S15, and HRZ-S16~~ is precluded from being limited notified.

Standards

HRZ-S1	**Building height control 1 where no more than three residential units occupy the site**	
1. Buildings and structures must not exceed 14 metres in height above ground level, except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1 metre, where the entire roof slopes 15° or more, as shown in the diagram below:  This standard does not apply to: a. Fences or standalone walls; b. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; c. Sattelite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m measured vertically; d. Multi-unit housing; and e. Retirement villages.	Assessment criteria where the standard is infringed: 1. Streetscape and visual amenity effects; 2. Dominance, privacy and shading effects on adjoining sites; 3. Effects on the function and associated amenity values of any adjacent open space zone; and 4. The sitting of a development on a site, particularly in relation to larger than typical sites.	
HRZ-S2	**Building height control 2 for multi-unit housing or a retirement village**	
1. Buildings and structures must not exceed 22	Assessment criteria where the standard	

	metres in height above ground level. This standard does not apply to: a. Fences or standalone walls; b. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; c. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m; d. Circumstances where up to 50% of a building's roof in elevation exceeds the maximum height where the entire roof slopes 15° or more; and e. Lift overruns provided these do not exceed the height by more than 1m.	is infringed: 1. Streetscape and visual amenity effects; 2. Dominance, privacy and shading effects on adjoining sites; 3. Effects on the function and associated amenity values of any adjacent open space zone; 4. Wind effects; and 5. The sitting of a development on a site, particularly in relation to larger than typical sites.
HRZ-S3	**Height in relation to boundary**	

1. For any site where HRZ-S1 applies: no part of any building or structure may project beyond a 60° recession plane measured from a point 4 metres vertically above ground level along all boundaries, as shown in the diagram below;  2. For any site where HRZ-S2 applies: no part of any building or structure may project beyond a 60° recession plane measured from a point 8 metres vertically above ground level along all boundaries, except where (3) or (4) below is applicable; 3. For any site where HRZ-S2 applies: no part of any building or structure may project beyond a 60° recession plane measured from a point 5 metres vertically above ground level along any boundary that adjoins a site in: i. The Medium Density Residential Zone; or ii. The Wellington Town Belt Zone; or iii. Any Heritage Area; or iv. Any site containing a Heritage Building; or v. Any character precinct; or vi. Any site occupied by a school; 4. In relation to 1, 2 and 3 above, where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way. This standard does not apply to: a. A boundary with a road; b. Existing or proposed internal boundaries within a site; c. Site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed; d. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; and e. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m measured vertically.	Assessment criteria where the standard is infringed: 1. Streetscape and visual amenity effects; 2. Dominance, privacy and shading effects on adjoining sites; 3. Effects on the function and associated amenity values of any adjacent open space zone or school site; and 4. For any site adjacent to a character precinct or heritage area, the effects on the identified character or heritage values.

HRZ-S4	Boundary setbacks

~~Note:~~

~~Exclusions for front and side yards in HRZ-R11.~~

~~1. Buildings and structures must be set back from the relevant boundary by the minimum depth listed in the yards table below:~~

~~Yard~~	~~Minimum depth~~
~~Front~~	~~1.5 metres~~
~~Side~~	~~1 metre~~
~~Rear~~	~~1 metre (excluded on corner sites)~~
~~Rail corridor boundary~~	~~1.5 metres~~

~~This standard does not apply to:~~

~~a. Site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where common wall is proposed;~~
~~b. Fences or standalone walls;~~
~~c. Uncovered decks and uncovered structures no more than 500mm in height above ground level (except in relation to the rail corridor boundary, where it does apply);~~
~~d. Eaves up to 600mm in width (except in relation to the rail corridor boundary, where it does apply);~~
~~e. Multi-unit housing (except in relation to the rail corridor boundary, where it does apply); and~~
~~f. Retirement villages (except in relation to the rail corridor boundary, where it does apply).~~

~~Assessment criteria where the standard is infringed:~~

~~1. Streetscape and visual amenity effects; and~~
~~2. Dominance, privacy and shading effects on adjoining sites.~~

Yard	Minimum depth for a residential activity where no more than three residential units occupy the site	Minimum depth for a residential activity for multi-unit housing or a retirement village	Minimum depth of any building or structure for a non-residential activity
Front	0 m	0 m	1.5 m
Side	0 m	0 m	1 m

Rear	1 m (excluded on corner sites)	0 m	1 m (excluded on corner sites)
Rail corridor boundary	1.5 m	1.5 m	1.5 m

This standard does not apply to:

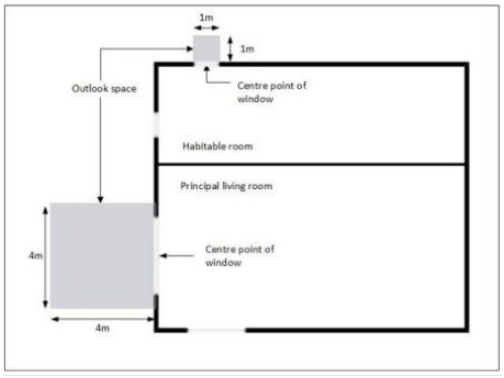
1. Site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where common wall is proposed;
2. Fences or standalone walls;
3. Uncovered decks and uncovered structures no more than 500mm in height above ground level (except in relation to the rail corridor boundary, where it does apply);
4. Eaves up to 600mm in width (except in relation to the rail corridor boundary, where it does apply);

Assessment criteria where the standard is infringed:

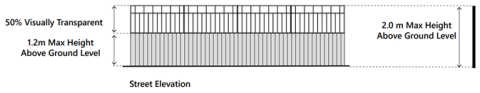
1. Streetscape and visual amenity effects; and
2. Dominance, privacy and shading effects on adjoining sites; and
3. The extent to which the location and design of the building relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.

HRZ-S5	**Building coverage**	
	1. Maximum building coverage must not exceed 50% of the net site area. This standard does not apply to: a. Uncovered decks and uncovered structures no more than 1m in height above ground level b. Eaves up to 1m in width; c. Multi-unit housing; and d. Retirement villages.	Assessment criteria where the standard is infringed: 1. Streetscape and visual amenity effects; and 2. Dominance, privacy and shading effects on adjoining sites.
HRZ-S6	**Outdoor living space (per unit)**	
	1. A residential unit at ground floor level must have an outdoor living space that is at least 20 square metres and that comprises ground floor, balcony, patio, or roof terrace space that: a. where located at ground level, has no dimension less than 3 metres; b. where provided in the form of a balcony, patio, or roof terrace, is at least 8 square metres and has a minimum dimension of 1.8 metres; c. is accessible from the residential unit; d. may be: i. grouped cumulatively by area in 1 communally accessible location; or ii. located directly adjacent to the unit;	Assessment criteria where the standard is infringed: The extent to which: 1. The design of the proposed outdoor living space provides a good standard of amenity; 2. Other on-site factors compensate for a reduction in the size or dimension of the outdoor living space; and 3. The availability of public open space in proximity to the site.

	and e. is free of buildings, parking spaces, and servicing and manoeuvring areas; and 2. A residential unit located above ground floor level must have an outdoor living space in the form of a balcony, patio, or roof terrace that: a. is at least 8 square metres and has a minimum dimension of 1.8 metres; b. is accessible from the residential unit; c. may be: i. grouped cumulatively by area in 1 communally accessible location, in which case it may be located at ground level; or ii. located directly adjacent to the unit. This standard does not apply to: a. Multi-unit housing; and b. Retirement villages.	
HRZ-S7	**Outlook space (per unit)**	

1. An outlook space must be provided for each residential unit as specified in this standard; 2. An outlook space must be provided from habitable room windows as shown in the diagram below:  3. The minimum dimensions for a required outlook space are as follows: a. A principal living room must have an outlook space with a minimum dimension of 4 metres in depth and 4 metres in width; and b. All other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width; 4. The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies; 5. Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space; 6. Outlook spaces may overlap where they are on the same wall plane in the case of a multi-storey building; 7. Outlook spaces may be under or over a balcony; 8. Outlook spaces required from different rooms within the same building may overlap; and 9. Outlook spaces must: a. Be clear and unobstructed by buildings; and b. Not extend over an outlook space or outdoor living space required by another dwelling. This standard applies to: a. Multi-unit housing This standard does not apply to: ~~a. Multi-unit housing; and~~ a. Retirement villages.	Assessment criteria where the standard is infringed: The extent to which: 1. Acceptable levels of natural light are provided to habitable rooms; and 2. The design of the proposed unit provides a healthy living environment.

HRZ-S8	**Windows to street**	
	1. Any residential unit facing the street must have a minimum of 20% of the street-facing façade in glazing. This can be in the form of windows or doors. This standard does not apply to: i. Multi-unit housing; and ii. Retirement villages.	Assessment criteria where the standard is infringed: 1. Streetscape and visual amenity effects; and 2. Passive surveillance and safety.
HRZ-S9	**Landscaped area**	
	1. A residential unit at ground floor level must have a landscaped area of a minimum of 20% of a developed site with grass or plants, and can include the canopy of trees regardless of the ground treatment below them. 2. The landscaped area may be located on any part of the site, and does not need to be associated with each residential unit. This standard does not apply to: a. Multi-unit housing. b. Retirement villages.	Assessment Criteria where the standard is infringed: 1. Streetscape and visual amenity effects; and 2. Hard surfacing is minimised as far as practicable.
HRZ-S10	**Fences and standalone walls**	

	1. Any fence or standalone wall, or combination of these structures, must not: a. Exceed a maximum height of 2m above ground level where within 1m of any side or rear boundary. b. Obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities. 2. On a front boundary or within 1.5m of a front boundary ~~a 5m front boundary setback~~ any fence or standalone wall, or combination of these structures, must not: a. Exceed a maximum height of 2m above ground level; and b. Any part of a fence or standalone wall above 1.2m in height must be 50% visually transparent for its entire length, as shown in the diagram below. c. Obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities.  Street Elevation 3. On a boundary with a site zoned open space or boundary with a public accessway, or within 1m of either of those boundaries, any fence or standalone wall, or combination of these structures, must not: a. Exceed a maximum height of 2m above ground level; and b. Any part of a fence or standalone wall above 1.2m in height must be 50% visually transparent for its entire length. c. Obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities. HRZ-S10.3 does not apply to a front boundary or a State Highway.	Assessment Criteria where the standard is infringed: 1. Streetscape and visual amenity effects; and 2. Dominance and shading effects on adjoining properties.
HRZ-S11	**Minimum residential unit size for multi-unit housing**	
	1. Residential units, including any dual key unit, must meet the following minimum sizes: **Residential Unit Type** / **Minimum Net Floor Area** a. Studio unit — 35m^2 b. 1 bedroom unit — 40m^2 c. 2+ bedroom unit — 55m^2	Assessment criteria where the standard is infringed: The extent to which: 1. The design of the proposed unit provides a good standard of amenity; and 2. Other on-site factors compensate

			for a reduction in unit sizes.

HRZ-S12 Outdoor living space for multi-unit housing

1. Each residential unit, including any dual key unit, must be provided with either a private outdoor living space or access to a communal outdoor living space;

2. Where private outdoor living space is provided it must be:
   a. For the exclusive use of residents;
   b. Directly accessible from a habitable room;
   c. A single contiguous space; and
   d. Of the minimum area and dimension specified in the table below; and

3. Where communal outdoor living space is provided it does not need to be in a single continuous space but it must be:
   a. Accessible from the residential units it serves;
   b. Of the minimum area and dimension specified in the table below; and
   c. Free of buildings, parking spaces, and servicing and manoeuvring areas.

Living Space Type	Minimum Area	Minimum Dimension
a. Private		
i. Studio unit and 1-bedroom unit	5m^2	1.8m
ii. 2+ bedroom unit	8m^2	1.8m
b. Communal		
i. For every 4 - 15 units	64m^2	8m
ii. For each additional unit above 15 units	2m^2	-
Communal outdoor living space is calculated based on the number of units not provided with the minimum area of private outdoor living space.		

Assessment criteria where the standard is infringed:

The extent to which:

1. Any proposed outdoor living space provides a good standard of amenity relative to the number of occupants the space is designed for;
2. Other on-site factors compensate for a reduction in the size or dimension of the outdoor living space; and
3. The availability of public open space in proximity to the site.

~~**HRZ-S13 Outlook space for multi-unit housing**~~

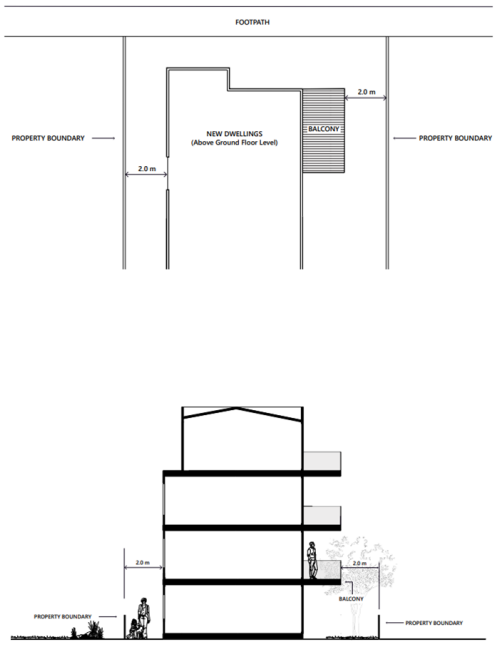
~~1. All habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width; and~~

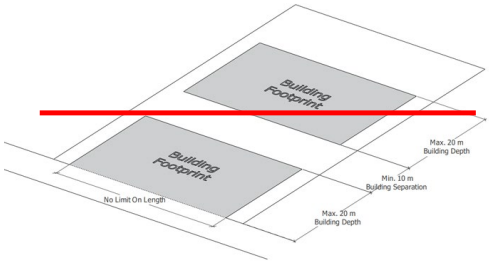
~~2. The outlook space must meet the requirements set out HRZ-S7.4.9.~~

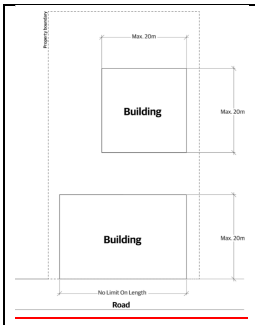
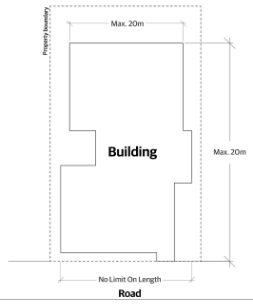
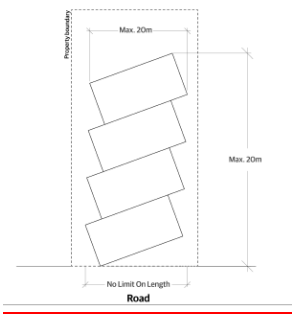
~~Assessment criteria where the standard is infringed:~~

~~The extent to which:~~

~~1. Acceptable levels of natural light are provided to habitable rooms; and~~
~~2. The design of the proposed unit provides a healthy living environment.~~

HRZ-S14	**Minimum privacy separation to a boundary for multi-unit housing or a retirement village**	
	1. Above ground floor level, a~~A~~ny outdoor living space or habitable room window ~~above ground floor level~~ must be at least 2m from any external boundary of an existing allotment at the time a resource consent application is lodged, except a road or a railway boundary, as shown in the diagram below.  	Assessment criteria where the standard is infringed: 1. Privacy effects on adjoining sites.
HRZ-S15	**Maximum building ~~depth~~ length for multi-unit housing or a retirement village**	

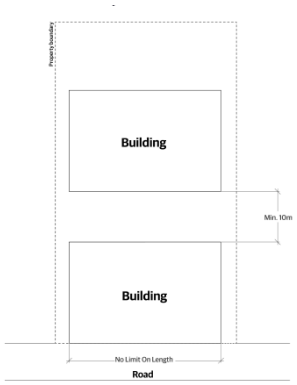
1. No part of any building or structure must exceed 20m in continuous length ~~depth~~, as shown in the diagram below.  	Assessment criteria where the standard is infringed: 1. Dominance, privacy and shading effects on adjoining sites.

 	 	
Any external side elevation that is parallel to, or at an angle of 30° or less, to any boundary except a boundary adjoining a road	The total unbroken length of any external side elevation, measured corner to corner, including where the external side is modulated	The total unbroken length of any external side elevation, measured corner to corner, including where the external side is stepped

This standard does not apply to fences or standalone walls.

HRZ-S16	**Minimum building separation distance for multi-unit housing or a retirement village**	
1. Buildings must be set back at least 10m from the nearest part of any other building on the same site.	Assessment criteria where the standard is infringed: 1. Dominance, privacy and shading effects on adjoining sites.	

High Density Residential Zone **Proposed: 23/06/2025**



Unless identified as subject to appeal, all provisions in this chapter are operative as of 14 July 2025.

He Rohe Kāinga Wehewehe

Large Lot Residential Zone

LLRZ	Large Lot Residential Zone

Introduction

The Large Lot Residential Zone provides for lower density development on typically larger sites that are located on the periphery of urban areas.

The Zone provides for people who wish to live in a semi-urban setting but not on a large rural site or within the rural area. The Zone typically provides a rural outlook, along with a greater sense of privacy than what would be expected within the residential areas.

The Zone provides for lower density development through development controls which limit the scale of buildings that can be built, through restrictions on the number of residential buildings, site coverage, building height, and height in relation to boundaries. While low density residential development is encouraged, intensive rural activities are generally discouraged.

It is important to note that in addition to the provisions in this chapter, a number of other Part 2: District-Wide chapters also contain provisions that may be relevant for activities in the Large Lot Residential Zone.

Other relevant District Plan provisions

There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives	
LLRZ-O1	**Purpose** The purpose of the Large Lot Residential Zone is to provide for residential activities on sites that are on the periphery of urban areas and that are typically larger than in the Medium Density Residential Zone.
LLRZ-O2	**Amenity values** The low level of building density and associated open character and amenity values of the Large Lot Residential Zone are maintained.
LLRZ-O3	**Non-Residential activities** Non-residential activities are in keeping with the amenity of the Large Lot Residential zone and provide for the community's safety and social, economic, and cultural well-being.
Policies	

LLRZ-P1	**Residential activities** Allow residential activities in the Large Lot Residential Zone that result in a low density of building form and open character.
LLRZ-P2	**Enabled non-residential activities** Provide for home business, visitor accommodation, emergency service facilities, and childcare service activities to occur where the scale is such that the low-density amenity of the Large Lot Residential Zone is maintained.
LLRZ-P3	**Rural activity** Only allow rural activity to occur where the activity is of an appropriate scale and maintains the amenity and environmental values of the Large Lot Residential Zone.
LLRZ-P4	**Community facilities** Only allow community facilities where: 1. The activity is of an appropriate scale and maintains the amenity and environmental values of the neighbouring properties and surrounding area; 2. There is adequate infrastructure to support the activity; and 3. The local roading network has the capacity to accommodate any increase in traffic associated with the activity, and the safety and efficiency of the roading network will be maintained.
LLRZ-P5	**Inappropriate activities** Avoid activities that are incompatible with the purpose and the amenity values of the Large Lot Residential Zone.
LLRZ-P6	**Buildings and structures** Allow buildings in the Large Lot Residential Zone subject to controls on the size and number of buildings able to be established on a site to maintain the low-density amenity of the zone.
LLRZ-P7	**Educational facilities** Only allow educational facilities where: 1. The activity is of an appropriate scale and maintains the amenity and environmental values of the neighbouring properties and surrounding area; 2. There is adequate infrastructure to support the activity; and 3. The local roading network has the capacity to accommodate any increase in traffic associated with the activity, and the safety and efficiency of the roading network will be maintained.
LLRZ-P8	**Infrastructure** Ensure that new buildings can be appropriately serviced by three waters infrastructure, either on-site or by public infrastructure that is able to accommodate the demand generated by the proposed activity within the building.
Rules: Land use activities	
LLRZ-R1	**Residential activities**
1. Activity status: **Permitted**	
LLRZ-R2	**Home business**
1. Activity status: **Permitted**	

Where:

a. The site is occupied by a residential building and used for residential activities by the person or persons living on the site as their principal place of residence;
b. No more than four people in total work in the home business at any one time, and the maximum number of people on site associated with the home business does not exceed 10 people at any one time;
c. No more than one third of the total gross floor area of all buildings on the site is used for home business activities;
d. Activities do not create a dust nuisance;
e. The home business does not involve the use of trucks or other heavy vehicles;
f. The home business does not include the repair, alteration, restoration or maintenance of motor vehicles or internal combustion engines, or the spray painting of motor vehicles, excluding the residents' motor vehicles;
g. Any external storage of materials associated with the home business must be screened so they are not visible from outside the site; and
h. No retailing must be conducted on the site, except:
    i. goods retailed online and do not result in customer visits to the site, or
    ii. goods ancillary and related to a service provided by the home business.

2. Activity status: **Restricted Discretionary**

Where:

a. Compliance with LLRZ-R2.1.a-h is not ~~cannot be~~ achieved.

Matters of discretion are:

1. The extent and effects of the non-compliance with any requirement not met;
2. The extent to which the intensity and scale of the activity adversely impacts on the amenity values of nearby properties; and
3. The local roading network has the capacity to accommodate any increase in traffic associated with the activity, and the safety and efficiency of the roading network will be maintained.

LLRZ-R3	**Visitor accommodation**

1. Activity status: **Permitted**

Where:

a. The maximum occupancy does not exceed 10 guests per night.

2. Activity status: **Restricted Discretionary**

Where:

a. Compliance with LLRZ-R3.1.a is not ~~cannot be~~ achieved.

Matters of discretion are:

1. The extent to which the intensity and scale of the activity adversely impacts on the amenity values of nearby properties;
2. The local roading network has the capacity to accommodate any increase in traffic associated with the activity, and the safety and efficiency of the roading network will be maintained; and
3. There is adequate infrastructure to support the activity.

LLRZ-R4	**Childcare services**

1. Activity status: **Permitted**

Where:

a. The maximum number of children who are not normally resident on the site does not exceed 10; and
b. The hours of operation are 0700 — 1900, Monday to Friday.

2. Activity status: **Discretionary**

Where:

a. Compliance with LLRZ-R4.1.a or b is not ~~cannot be~~ achieved.

LLRZ-R5	**Rural activity**

1. Activity Status: **Permitted**

Where:

a. The activity is limited to:
i. The grazing and keeping of livestock;
ii. Equestrian activities; and
iii. Horticulture.

2. Activity Status: **Discretionary**

Where:

a. Compliance with LLRZ-R5.1.a is not ~~cannot be~~ achieved.

LLRZ-R6	**Community facility**

1. Activity status: **Discretionary**

LLRZ-R7	**Educational facility**

1. Activity status: **Discretionary**

LLRZ-R8	**Any activity not otherwise listed as permitted, restricted discretionary, or discretionary.**

1. Activity status: **Non-complying**

Rule: Building and structure activities

LLRZ-R9	**Maintenance and repair of buildings and structures**

1. Activity status: **Permitted**

LLRZ-R10	**Demolition or removal of a building or structure**

1. Activity status: **Permitted**

LLRZ-R11	**Construction, addition or alteration of buildings, accessory buildings**

1. Activity status: **Permitted**

Where:

a. Compliance with the following standards is achieved:
i. LLRZ-S1;
ii. LLRZ-S2;
iii. LLRZ-S3;
iv. LLRZ-S4;
v. LLRZ-S5;
vi. LLRZ-S6;
vii. LLRZ-S7; and
viii. LLRZ-S8.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with the requirements of LLRZ-R11.1.a is not ~~cannot be~~ achieved.

Matters of discretion are:

1. The extent and effects of the non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standards.
2. The location and design of the building as it relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.

LLRZ-R12	Fences and standalone walls

1. Activity status: **Permitted**

   Where:

   a. Compliance with LLRZ-S7 is achieved.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with the requirements of LLRZ-R12.1.a is not ~~cannot be~~ achieved.

Matters of discretion are:

1. The extent and effects of the non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standards.

LLRZ-R13	Any building or structure not otherwise provided for as a permitted or restricted discretionary

1. Activity status: **Discretionary**

Activity Standards

LLRZ-S1	Maximum number of residential buildings	
1. There shall be a maximum number of: a. One residential unit per site; or b. One residential unit and one minor residential unit per site.		Assessment criteria where the standard is infringed: 1. Whether the proposed maintains a low density of housing in accordance with the purpose of the zone; 2. The impact of the additional bulk on the character and amenity values of the local environment; 3. Dominance, privacy, and shading effects on adjoining sites; 4. Whether the topography of the site mitigates or exacerbates effects; and 5. The extent to which site layout or landscaping has been incorporated into the design to mitigate any resulting amenity effects.

LLRZ-S2	Maximum floor area of accessory buildings and minor residential units

1. The maximum gross floor area of each accessory building per site shall be 100m^2; and 2. The maximum gross floor area of a Minor Residential Unit per site shall be 80m^2.	Assessment criteria where the standard is infringed: 1. Whether the proposed maintains a low density of housing in accordance with the purpose of the zone; 2. The impact of the additional bulk on the character and amenity values of the local environment; 3. Dominance, privacy, and shading effects on adjoining sites; 4. Whether the topography of the site mitigates or exacerbates effects; and 5. The extent to which site layout or landscaping has been incorporated into the design to mitigate any resulting amenity effects.

LLRZ-S3	Maximum height
1. Buildings, structures and accessory buildings must not exceed a maximum height of 8m above ground level; and 2. An additional 1m can be added to the maximum height of any building or structure with a roof slope of 15 degrees or greater (rising to a central ridge). This standard does not apply to: a. Fences or standalone walls; b. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; and c. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m.	Assessment criteria where the standard is infringed: 1. Streetscape, character, and amenity effects; 2. Dominance, privacy, and shading effects on adjoining sites; and 3. Whether the topography of the site mitigates or exacerbates effects.

LLRZ-S4	Height in relation to boundary
1. No part of any building, accessory building or structure may project beyond a building line of 45 degrees from a height of 2.5m above ground level from all boundaries of the site.	Assessment criteria where the standard is infringed: 1. Dominance, privacy, and shading effects on adjoining sites; and 2. Whether the topography of the site mitigates or exacerbates effects.

LLRZ-S5	Building coverage
1. Maximum site coverage: 35% of net site area, or a maximum building footprint of 600m^2 inclusive of any accessory buildings (whichever is the lesser).	Assessment criteria where the standard is infringed: 1. The impact of the additional bulk on the character and amenity values of the local environment; 2. Whether the topography of the

	site mitigates or exacerbates effects; and 3. The extent to which site layout or landscaping has been incorporated into the design to mitigate any resulting amenity effects.

Subject to appeal P1 Sch1 Legal effect	LLRZ-S6	Building setback

1. Buildings or structures must not be located within: a. A 5m setback from a road boundary; and b. A 3m setback from a side or rear boundary. Except that water tanks for water supply and firefighting purposes can be located within these setbacks.	Assessment criteria where the standard is infringed: 1. Streetscape and amenity effects; 2. Dominance, privacy, and shading effects on adjoining sites; 3. Whether the topography of the site mitigates or exacerbates effects; and 4. The extent to which site layout or landscaping has been incorporated into the design to mitigate any resulting amenity effects.

LLRZ-S7	Fences and standalone walls

1. No fence or standalone wall, or combination of these structures, shall: a. Exceed a maximum height of 2m above ground level where within 1m of any boundary; b. Exceed the height in relation to boundary standard in LLRZ-S4; and c. Obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shutoff valves, or other emergency response facilities.	Assessment criteria where the standard is infringed: 1. Streetscape effects; and 2. Dominance and shading effects on adjoining properties.

LLRZ-S8	On-site services

1. Where a connection to Council's reticulated wastewater systems is not available, all water supply and wastewater treatment and disposal systems must be contained within the site that the supply or system serves and be connected to a septic tank or soakage field, or an approved alternative means to dispose of sewage in a sanitary manner in accordance with Section 5.2.6 of the Wellington Water Regional Standard for Water Services v3.1~~0~~ December 2024 ~~2021~~; and 2. Where a connection to Council's reticulated wastewater systems is not available and sewage is to be disposed to ground, that area must not be subject to instability or inundation or used for the disposal of stormwater.	Assessment criteria where the standard is infringed: 1. The engineering measure to provide on-site services and measures to maintain the health of future occupants and neighbouring properties; 2. The ability for the engineering measure to provide a level of service to support the proposed development; and 3. The ongoing maintenance of the engineering measure.

Unless identified as subject to appeal, all provisions in this chapter are operative as of 14 July 2025.

He Rohe Pokapū Paekiritata

Neighbourhood Centre Zone

NCZ	Neighbourhood Centre Zone

Introduction

The purpose of the Neighbourhood Centre Zone is to provide for predominantly for small-scale commercial activities and community activities that service the needs of the immediate residential neighbourhood and support the role and function of other Centre Zones in the hierarchy of centres.

The Neighbourhood Centre Zone includes a range of small commercial centres across Wellington that provide a neighbourhood function in the City's hierarchy of centres. The Neighbourhood Centre Zone is the lowest in the hierarchy due to its make-up of small spot zones for very small commercial clusters. Neighbourhood centres service the surrounding residential neighbourhood and offer small-scale convenience-based retail for day-to-day needs. These Centres tend to have easy pedestrian access for locals and have some community services and small-scale offices.

High quality building design is a focus for the Neighbourhood Centres Zone. The transition to more intensive use in some neighbourhood centres will result in changes to existing amenity values in the centres and their surrounds. Consequently, redevelopment will be supported by a range of measures to promote good design and environmental outcomes, and address amenity issues. Accordingly, most building activities will require a resource consent and an assessment against the Centres and Mixed Use Design Guide. To enable intensification around existing neighbourhood centres, some of these will have increased building heights.

There is an identified need for residential intensification within and around neighbourhood centres. Accordingly, residential activity is permitted above ground floor within these centres. To support a mix of activities within the zone, activities that have off-site effects, such as industrial activities and different retail formats, will need to be managed. There is however a desire for larger scale retail to locate in centres, where these are of an appropriate form and scale, rather than at out-of-centre locations, to support the vitality of centres.

Development of larger sites in the Ngaio neighbourhood centre is required to be integrated and coordinated to act as a catalyst for positive change and demonstrate density done well.

Other relevant District Plan provisions

There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives	
NCZ-O1	Purpose

	The Neighbourhood Centre Zone meets the needs of communities, businesses and residents in the immediate residential neighbourhood in a manner that supports the City's compact urban growth objectives and its role and function in the City's hierarchy of centres.
NCZ-O2	**Accommodating growth** The Neighbourhood Centre Zone has sufficient serviced, resilient development capacity and additional infrastructure to meet residential and commercial growth needs.
NCZ-O3	**Amenity and design** Medium to high density, mixed-use development is achieved that contributes to creating a good quality, well-functioning urban environment that reflects the changing urban form and amenity values of the Neighbourhood Centres and their surrounding residential areas.
NCZ-O4	**Activities** Activities will be of an appropriate scale and type to enhance the vibrancy of Neighbourhood Centres, support walkable neighbourhoods and support their neighbourhood purpose.
	Policies
NCZ-P1	**Accommodating growth** Provide for the use and development of the Neighbourhood Centre Zone to meet the City's needs for housing, business activities and community facilities, including: 1. A variety of building types, sizes, tenures, affordability and distribution of a scale and intensity that does not undermine the vibrancy of the Local Centre Zone and Metropolitan Centre Zone and primacy of the City Centre Zone; 2. A mix of medium to high density housing; 3. Convenient access to active, public transport and rapid transit options; 4. Efficient, well integrated and strategic use of available development sites; and 5. Convenient access to a range of open spaces.
NCZ-P2	**Enabled activities** Enable a range of activities that contribute positively to the purpose of the Zone and meet the convenience needs of the immediate neighbourhood and passers-by including: 1. Commercial activities; 2. Residential activities; 3. Community facilities; 4. Educational facilities; 5. Arts, culture and entertainment activities; 6. Emergency service facilities; 7. Community corrections activities; 8. Visitor accommodation; 9. Recreation activities; 10. Public transport activities; ~~and~~ 11. Industrial activities~~.~~; and 12. Hospital activities and healthcare facilities.

NCZ-P3	**Managed activities** Manage the location and scale of commercial activities which could result in cumulative adverse effects on the vibrancy of centres, the retention and establishment of a mix of activities within the Neighbourhood Centre Zone, and the function of the transport network.
NCZ-P4	**Potentially incompatible activities** Only allow activities that are potentially incompatible with the role and function of the Neighbourhood Centre Zone, where they will not have an adverse effect on the vibrancy and amenity of the centre: 1. Carparking visible at street edge along an active frontage or non-residential activity frontage; 2. Demolition of buildings that results in the creation of vacant land; 3. Ground floor residential activities on street edges identified as having an active frontage or non-residential activity frontage; and 4. Yard-based retail activities.
NCZ-P5	**Heavy industrial activities** Avoid heavy industrial activities from locating in the Neighbourhood Centre Zone**.**
NCZ-P6	**Housing choice** Enable medium to high density residential development that: 1. Contributes towards accommodating anticipated growth in the City; and 2. Contributes to a range of housing price, type, size and tenure that is accessible to people of all ages, lifestyles, cultures, impairments and abilities.
NCZ-P7	**Quality development outcomes** Require new development, and alterations and additions to existing development at a site scale, to positively contribute to the sense of place, quality and amenity of the Neighbourhood Centre Zone by: 1. Fulfilling the intent of the Centres and Mixed Use Design Guide. 2. Recognising the benefits of well-designed, comprehensive development, including the extent to which the development: a. Reflects the nature and scale of the development enabled within the zone and responds to the evolving, more intensive identity of the neighbourhood; b. Optimises the development capacity of land;. c. Provides for the increased levels of residential accommodation enabled in this zone; ~~and~~ d. Provides for a range of supporting business, open space and community facilities; and e. Is accessible for emergency service vehicles. 3. Ensuring that the development, where relevant: a. Responds to the site context, particularly where it is located adjacent to: ~~i.~~ A scheduled site or area of significance to Māori; ~~or~~ ii. Heritage buildings, heritage structures and heritage areas; ~~or~~ iii. An identified character precinct; ~~or~~ iv. Residential zoned areas; ~~or~~ v. Open space and recreation zoned areas; b. Provides a safe and comfortable pedestrian environment;

	c. Enhances the quality of the streetscape and public / private interface; d. Integrates with existing and planned active and public transport movement networks, including planned rapid transit stops; and e. Allows sufficient flexibility for ground floor space to be converted for a range of activities, including residential;. 4. Recognising the benefits of well-designed accessible, resilient and sustainable development, including the extent to which the development: a. Enables universal accessibility within buildings, ease of access for people of all ages and mobility/disability; ~~and~~ b. Incorporates a level of building performance that leads to reduced carbon emissions and increased climate change and earthquake resilience; and c. Incorporates construction materials that increase the lifespan and resilience of the development and reduce ongoing maintenance costs.
NCZ-P8	**On-site residential amenity** Achieve a good standard of amenity for residential activities in the Neighbourhood Centre Zone by: 1. Providing residents with access to adequate outlook; 2. Ensuring convenient access to private and/or communal areas of outdoor space; 3. Fulfilling the intent of the Centres and Mixed Use Design Guide; and 4. Providing residents with adequate internal living space.
NCZ-P9	**Managing adverse effects** Recognise the evolving, higher density development context enabled in the Neighbourhood Centres Zone, while managing any associated adverse effects including: 1. Shading, privacy, bulk and dominance effects on adjacent sites; and 2. The impact of construction on the transport network and pedestrian linkages.
NCZ-P10	**Retirement villages** Provide for retirement villages where it can be demonstrated that the development: 1. Fulfils the intent of the Centres and Mixed Use Design Guide; 2. Includes outdoor space that is sufficient to cater for the needs of the residents of the village; 3. Provides an adequate and appropriately located area on site for the management, storage and collection of all waste, recycling and organic waste potentially generated by the development; 4. Is able to be adequately serviced by three waters infrastructure or can address any constraints on the site; and 5. Is of an intensity, scale and design that is consistent with the amenity values anticipated for the Zone.
	Rules: Land use activities
NCZ-R1	**Commercial activities**
	1. Activity status: **Permitted** Where: a. The activity is not an Integrated Retail Activity (refer to Rule NCZ-R11).
NCZ-R2	**Community facilities**

Neighbourhood Centre Zone **Proposed: 23/06/2025**

	1. Activity status: **Permitted**
NCZ-R3	**Educational facilities**
	1. Activity status: **Permitted**
NCZ-R4	**Arts, culture and entertainment activities**
	1. Activity status: **Permitted**
NCZ-R5	**Emergency service facilities**
	1. Activity status: **Permitted**
NCZ-R6	**Community corrections activities**
	1. Activity status: **Permitted**
NCZ-R7	**Visitor accommodation**
	1. Activity status: **Permitted**
NCZ-R8	**Recreation activities**
	1. Activity status: **Permitted**
NCZ-R9	**Public transport activities**
	1. Activity status: **Permitted**
NCZ-R9a	**Hospital activities and healthcare facilities**
	1. Activity status: **Permitted**
NCZ-R10	**Residential activities**
	1. Activity status: **Permitted** Where: a. The activity is located: i. Above ground floor level; ii. At ground floor level along any street edge not identified as an active frontage; or iii. At ground floor level along any street edge not identified as a non-residential activity frontage; or iv. At ground floor level along any street edge not identified as requiring verandah coverage.
	2. Activity status: **Restricted Discretionary** Where:

a. Compliance with the requirements of NCZ-R10.1.a is not ~~cannot be~~ achieved.

Matters of discretion are:

~~1.~~ 1. The matters in NCZ-P4, NCZ-P6 and NCZ-P7;
~~2.~~ 2. The extent and effect of non-compliance with NCZ-S4 and NCZ-S5
~~3. Whether residential activities exceed 50% of the street frontage at ground floor;~~
~~4. The extent to which an acceptable level of passive surveillance is maintained between the interior of the building and the street or area of public space;~~
~~5. The extent to which the building frontage is designed and located to create a strong visual alignment with adjoining buildings;~~
~~6.~~ 3. The ~~effect on the visual quality of the streetscape and the~~ extent to which the residential activity contributes to or detracts from the surrounding public space.~~;~~
~~7. The continuity of verandah coverage along the identified street, informal access route or public space; and~~
~~8. The extent to which non-compliance with verandah coverage will adversely affect the comfort and convenience of pedestrians.~~

Notification status: An application for resource consent made in respect of rule NCZ-R10.2.a is precluded from being either publicly or limited notified.

NCZ-R11	**Integrated retail activity**

1. Activity status: **Permitted**

   Where:

   a. The total gross floor area does not exceed 10,000m^2.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with the requirements of NCZ-R11.1.a is not achieved.

Matters of discretion are:

1. The matters in NCZ-P1, NCZ-P2, NCZ-P3, and NCZ-P4;
2. The cumulative effect of the development on:
   a. The vitality of the City Centre Zone;
   b. The safety and efficiency of the transport network, including providing for a range of transport modes;
   c. The hierarchy of roads, travel demand or vehicle use; and
3. The compatibility with other activities provided for in the zone.

Council will not apply a permitted baseline assessment when considering the effects of integrated retail activities that cannot comply with NCZ-R11.1.a.

NCZ-R12	**Industrial activities**

1. Activity status: **Permitted**

   Where:

   a. The activity is not a heavy industrial activity.

2. Activity Status: **Non-complying**

Neighbourhood Centre Zone **Proposed: 23/06/2025**

	Where: a. Compliance with the requirements of NCZ-R12.1 is not achieved Notification status: An application for resource consent made in respect of rule NCZ-R12.2.a must be publicly notified.
NCZ-R13	**Carparking activities**
	1. Activity status: **Permitted** Where: a. The activity is located on a site without an active frontage or non-residential activity frontage; or b. On an active frontage or non-residential activity frontage, the activity involves: i. Provision of carparks are not visible at the street edge; ii. Provision of carparks are above ground floor level; or iii. Provision of carparks are below ground floor level; or iv. Provision of parking spaces are for people with disabilities; or v. Provision of ground floor level carparks that form part of a building specifically constructed and used for carparking purposes; or vi. Reconfiguration of an existing carpark area (including where that reconfiguration results in a change to the type and/or number of parking or loading spaces provided) within the existing site boundary, provided that the existing carpark area within the site is not expanded; or vii. Provision of carparks on a road.
	2. Activity status: **Discretionary** Where: a. Compliance with the requirements of NCZ-R13.1.a is not achieved.
NCZ-R14	**Yard-based retailing activities**
	1. Activity status: **Discretionary** Notification Status: An application for resource consent made in respect of rule NCZ-R14 must be publicly notified, except where: a. The activity relates to the maintenance, operation and upgrading of an existing activity.
NCZ-R15	**Retirement Villages**
	1. Activity status: **Discretionary**
NCZ-R16	**All other activities**
	1. Activity status: **Discretionary** Where: a. The activity is not otherwise provided for as a permitted activity, restricted

	discretionary activity, or a non-complying activity.
	Rules: Building and structures activities
NCZ-R17	**Maintenance and repair of buildings and structures**
	1. Activity status: **Permitted**
NCZ-R18	**Demolition or removal of buildings and structures**
	1. Activity status: **Permitted** Where: a. The demolition or removal of a building: i. Is required to avoid an imminent threat to life and/or property; or ii. Enables the creation of public space or private outdoor living space associated with the use of a building; or iii. Is required for the purposes of constructing a new building or structure, or adding to or altering an existing building or structure, that is a permitted activity under NCZ-R19, or that has an approved resource consent, or resource consent is being sought concurrently; or b. The building or structure for demolition or removal is not on a site that has an active frontage or non-residential activity frontage; or c. The demolition or removal involves a structure, excluding any building.
	2. Activity status: **Discretionary** Where: a. Compliance with any of the requirements of NCZ-R18.1 is not achieved. The assessment of the activity must have regard to: 1. How the land will be utilised whilst it is vacant; and 2. Creating a positive visual relationship between the site and streetscape whilst the site is vacant. Notification status: An application for resource consent made in respect of rule NCZ-R18.2.a is precluded from being either publicly or limited notified.
NCZ-R19	**Construction of, or additions and alterations to, buildings and structures**
	1. Activity status: **Permitted** Where: a. The alterations or additions to a building or structure: i. Do not alter its external appearance; or ii. Involve the placement of solar panels on rooftops; or iii. Involve maintenance, repair or painting; or iv. Involve re-cladding with like for like materials and colours; or v. Relate to a building frontage that is; ▪ below verandah level, including entranceways and glazing; and ▪ compliant with NCZ-S4; or vi. Are not visible from public spaces; and b. The alterations or additions:

i. Do not result in the creation of new residential units; and
ii. Comply with effects standards NCZ-S1, NCZ-S2, NCZ-S3, NCZ-S4, and NCZ-S5; and

c. The construction of any building or structure:
i. Is not located on a site with an active frontage or non-residential activity frontage; or
ii. Is not visible from a public space; and
iii. Will have a gross floor area of less than $100m^2$; and
iv. Will result in a total coverage (together with other buildings) of no more than 20 percent of the site; and
v. Will comply with effects standards NCZ-S1, NCZ-S2, NCZ-S3, NCZ-S4, and NCZ-S5; and
vi. Does not involve the construction of a new building for residential activities.

2. Activity status: **Restricted Discretionary**

Where:

a. Compliance with any of the requirements of NCZ-R19.1, excluding NCZ-S1 is not achieved.

Matters of discretion are:

1. The matters in NCZ-P6, NCZ-P7, NCZ-P8, NCZ-P9 and NCZ-P10;
2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard;
3. The extent and effect of any identifiable site constraints;
4. Construction impacts on the transport network; and
5. The availability and connection to existing or planned three waters infrastructure.

Notification status:

An application for resource consent made in respect of rule NCZ-R19.2.a that complies with all standards is precluded from being either publicly or limited notified.

An application for resource consent made in respect of rule NCZ-R19.2.a that complies with both NCZ-S2, NCZ-S6, NCZ-S7, NCZ-S8, NCZ-S9 and NCZ-S10 is precluded from being either publicly or limited notified.

An application for resource consent made in respect of rule NCZ-R19.2.a that results from non-compliance with NCZ-S1, NCZ-S3, NCZ-S4 and NCZ-S5 is precluded from being publicly notified.

3. Activity status: **Discretionary**

Where:

a. Compliance with the requirements of NCZ-S1 is not achieved.

NCZ-R20	**Conversion of buildings, or parts of buildings, for residential activities**

1. Activity status: **Restricted Discretionary**

Matters of discretion are:

1. The matters in NCZ-P1, NCZ-P3, NCZ-P6, NCZ-P8 and NCZ-P10;
2. The extent of compliance with standards NCZ-S6, NCZ-S7 and NCZ-S8 and satisfaction

of associated assessment criteria; and
3. The availability and connection to existing or planned three waters infrastructure.

Notification status: An application for resource consent made in respect of rule NCZ-R20.1 is precluded from being either publicly or limited notified.

NCZ-R21 Outdoor storage areas

1. Activity status: **Permitted**

   Where:

   a. The storage area is screened by either a fence or landscaping of 1.8m in height from any adjoining road or site; and
   b. Screening does not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with the requirements of NCZ-R21.1 is not achieved.

Matters of discretion are:

1. The matters in NCZ-P7;
2. The extent to which any lesser screening is necessary to provide for functional or operational requirements of the activities on the site, or for people's health and safety; and
3. The extent to which outdoor storage is visible to surrounding areas, including any associated effects on amenity values where visible from Residential Zones or Open Space and Recreation Zones.

Notification status: An application for resource consent made in respect of rule NCZ-R21.2.a is precluded from being either publicly or limited notified.

Standards

NCZ-S1 Maximum Height

1. The following maximum height limits above ground level must be complied with:

Location	Height
Height control area 1 All Neighbourhood centres, except as stated below in Height Control Areas 2 and 3	12 metres
Height control area 2 Mersey Street, Island Bay	14 metres
Height control area 3 Aro Valley Centre (excluding Heritage Area)	22 metres

Assessment criteria where the standard is infringed:

1. Streetscape and visual amenity effects;
2. Dominance, privacy and shading effects on adjoining sites; and
3. The extent to which taller buildings would contribute to a substantial increase in residential accommodation.

	Baroda Street (Khandallah) Berhampore Centre Crofton Road (Ngaio) Linden Ngaio Centre Owen Street West (Newtown) Oxford Street Tawa Centre		
	2. Fences and standalone walls must not exceed a maximum height of 1.8 metres (measured above ground level). This standard does not apply to: a. Accessory buildings; b. Fences or standalone walls; c. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; d. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m; and e. Lift overruns provided these do not exceed the height by more than 4m.		
NCZ-S2	**Minimum ground floor height**		
	1. The minimum ground floor height to the underside of a structural slab or equivalent shall be 4m.		Assessment criteria where the standard is infringed: 1. The extent to which a reduced height: a. Will compromise or preclude future use or adaptation of the ground floor for non-residential activities; b. Is necessary to provide for the functional needs or operational needs of a proposed activity; and 2. Whether topographical or other site constraints make compliance with the standard impracticable or unnecessary.
NCZ-S3	**Height in relation to boundary**		
	1. No part of any building or structure may project beyond the relevant recession plane shown below:		Assessment criteria where the standard is infringed: 1. Dominance, privacy and shading effects on adjoining sites; 2. Whether an increase in height in relation to boundary results from a response to natural hazard mitigation;
	Location	**Recession plane**	
	Boundary adjoining any site within the MRZ with a height limit of 11m	60° measured from a height of 4m vertically above ground level	

	identified on the District Plan Maps		3. Effects on public spaces; and 4. The extent to which an increase in height in relation to boundary would contribute to a substantial increase in residential accommodation.
	Boundary adjoining any site within the MRZ with a height limit of 14m identified on the District Plan Maps	60° measured from a height of 5m vertically above ground level	
	Boundary adjoining any site within the HRZ	60° measured from a height of 8m vertically above ground level	
	Boundary adjoining any site within an Open Space and Recreation Zone	60° measured from a height of 5m vertically above ground level	
	These standards do not apply to: a. A boundary with a road; b. Internal boundaries; c. Solar power and heating components attached to a building provided these do not exceed the height in relation to boundary by more than 500mm; and d. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height in relation to boundary by more than 3m measured vertically.		
NCZ-S4	**Verandah control**		
	1. Verandahs must be provided on building elevations on identified street frontages; 2. Any verandah must: a. Extend the full width of the building elevation; b. Connect with any existing adjoining verandah; c. Have a minimum clearance of 2.5m directly above the footpath or formed ground surface; d. Not exceed a maximum height of 4m measured between the base of the verandah fascia and the footpath or formed ground surface directly below; e. Be setback a minimum of 450mm from any point along the kerbing extending back to the site boundary; and f. Not exceed a maximum width of 3m from the front of the building. This standard does not apply to: a. Any scheduled building identified in SCHED1-Heritage buildings. However, if for any reason these buildings received Council approval (resource consent or other approval) to be		Assessment criteria where the standard is infringed: 1. The extent to which any non-compliance: a. Will adversely affect the comfort and convenience of pedestrians; b. Will result in further street trees being added to public space as part the development; and 2. The continuity of verandah coverage along the identified street, informal access route or public space.

	demolished, then a verandah would be required for any replacement buildings on these sites; and b. Any building where compliance with the standard results in an encroachment into the dripline of an existing street tree.	
NCZ-S5	**Active frontage and non-residential activity frontage controls**	
	1. Any new building or addition to an existing building on an identified street with an active frontage must: a. Be built up to the street edge at ground floor level along at least 90% of the full width of the site that borders the street(s); b. Provide a minimum of 60% of continuous display windows or transparent glazing along the width of the ground floor building frontage; and c. Locate the principal public entrance on the front boundary; This standard does not apply to: a. Any vehicle and pedestrian access to a site situated on a street subject to an active frontage or non-residential activity control; b. Service stations. 2. Any ground level addition to, or alteration of, a building or structure facing a public space must not result in a featureless façade that: a. Is more than 3 metres wide; and b. Extends from a height of 1m above ground level to a maximum height of 2.5m; 3. Any roller shutter doors, security grilles, screens or similar structures fitted to the facade of any building must be at least 50% visually transparent; and 4. Any new building or addition to an existing building on a site with a non-residential activity frontage control must: a. Be built up to the street edge on all street boundaries and along the full width of the site bordering any street boundary; and b. Locate the principal public entrance on the front boundary.	Assessment criteria where the standard is infringed: 1. The extent to which: a. Any non-compliance is required for on-site functional or operational needs; b. The building frontage is designed and located to create a strong visual alignment with adjoining buildings or otherwise enhances the streetscape; and c. An acceptable level of passive surveillance is maintained between the interior of the building and the street.
NCZ-S6	**Minimum residential unit size**	
	1. Residential units, including dual key units, must meet the following minimum sizes: **Residential unit type** / **Minimum net floor area** a. Studio unit / 35m^2 b. 1 bedroom unit / 40m^2	Assessment criteria where the standard is infringed: 1. The extent to which: a. The design of the proposed unit provides a good standard of amenity; and

c. 2+ bedroom unit	55m^2	b. Other on-site factors compensate for a reduction in unit sizes.

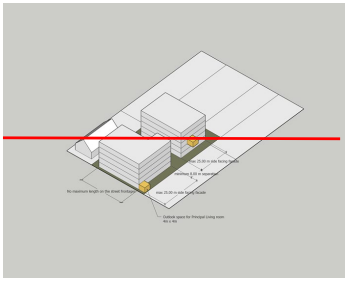
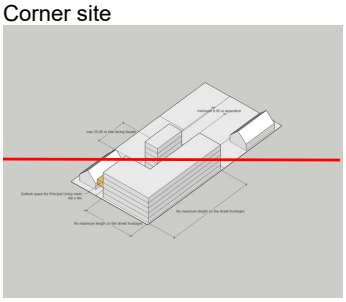
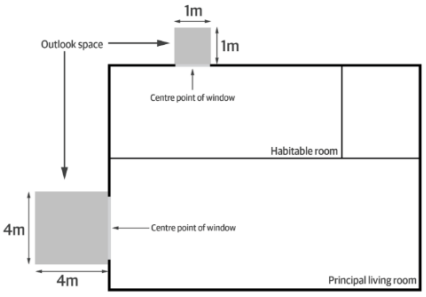
NCZ-S7	**Residential — outdoor living space**

1. Each residential unit, including any dual key unit, must be provided with either an private outdoor living space or access to a communal outdoor living space; 2. Where private outdoor living space is provided it must be: a. For the exclusive use of residents; b. Directly accessible from a habitable room; c. A single contiguous space; and d. Of the minimum area and dimension specified in the table below; 3. Where communal outdoor living space is provided it does not need to be in a single continuous space but it must be: a. Accessible from the residential units it serves; b. Of the minimum area and dimension specified in the table below; and c. Free of buildings, parking spaces, and servicing and manoeuvring areas.	Assessment criteria where the standard is infringed: The extent to which: 1. Any proposed outdoor living space provides a good standard of amenity relative to the number of occupants the space is designed for; 2. Other on-site factors compensate for a reduction in the size or dimension of the outdoor living space; and 3. The availability of public space in proximity to the site.

Living space type	**Minimum area**	**Minimum dimension**
a. Private		
i. Studio unit and 1-bedroom unit	5m^2	1.8m
ii. 2+ bedroom unit	8m^2	1.8m
b. Communal		
i. For every 4 - 15 units	64m^2	8m
ii. For each additional unit above 15 units	2m^2	-

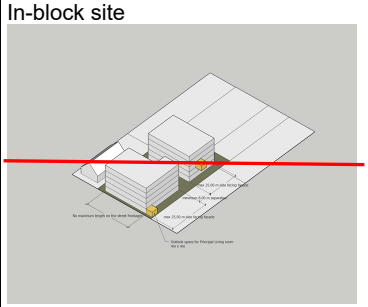
Communal outdoor living space is calculated on the basis of the number of units without exclusive access to private outdoor living space.

NCZ-S8	**Minimum outlook space for multi-unit housing**

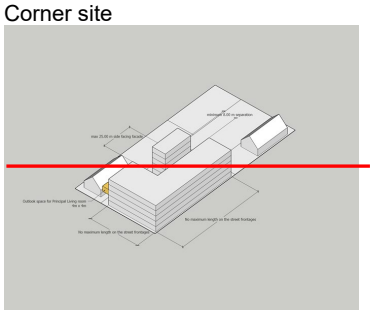
	1. Every residential unit must be designed to achieve a minimum of 1m by 1m outlook space for all habitable rooms. 2. All principal living rooms must have an outlook space of a minimum dimension of 4m in depth and 4m in width as shown in the diagrams below. In-block site  Corner site   	Assessment criteria where the standard is infringed: 1. The extent to which: a. The design of the proposed unit provides a good standard of amenity; and b. Other on-site factors compensate for a reduction in outlook space.
NCZ-S9	**Minimum building separation distance for residential activities**	

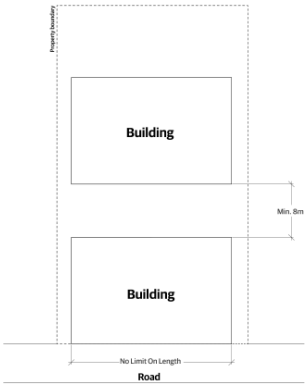
1. Any new building or addition to an existing building used for residential activities must provide an 8m separation distance between buildings located on the same site, as shown in the diagrams below.

In-block site

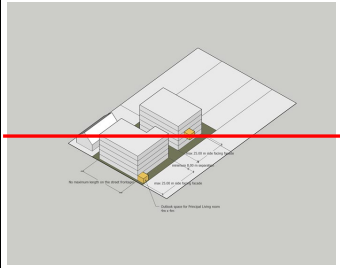
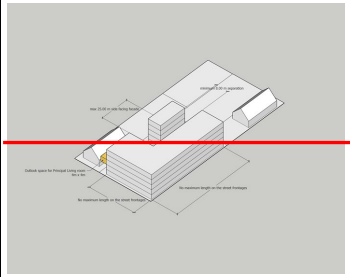


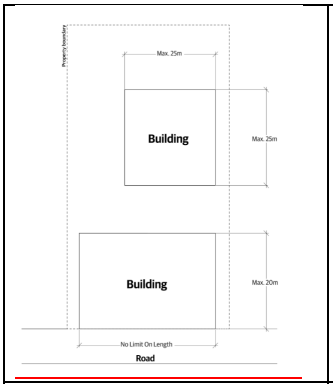
Corner site

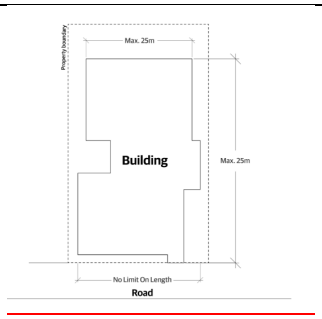


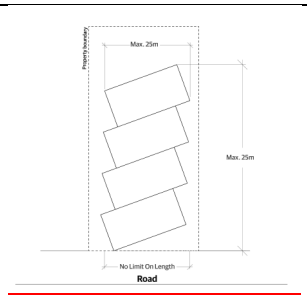


	This standard does not apply to Neighbourhood centres other than Aro Valley, Berhampore and Ngaio Centres.	Assessment criteria where the standard is infringed: 1. The extent to which a reduced setback will increase dominance and shadowing related effects on residential units within the development site; and 2. Dominance, privacy and shading effects on adjoining sites.
NCZ-S10	**Maximum building length ~~depth~~ for residential activities**	

1. Any new building, part of a new building, or additions to an existing building, constructed for residential activities on any site ~~aside from a rear site~~, must not result in the continuous length of any external side façade, facing a neighbouring site, being greater than 25m, as shown in the diagrams below. In-block site  Corner site 	Assessment criteria where the standard is infringed: 1. The extent to which the design mitigates the effect of a long featureless building elevation; and 2. Dominance, privacy and shading effects on adjoining sites.







Any external side elevation that is parallel to, or at an angle of 30° or less, to any boundary except a boundary adjoining a road	The total unbroken length of any external side elevation, measured corner to corner, including where the external side is modulated	The total unbroken length of any external side elevation, measured corner to corner, including where the external side is stepped

This standard does not apply to Neighbourhood centres other than Aro Valley, Berhampore and Ngaio Centres.

NCZ-S11	**Boundary setback from rail corridor**

1. Buildings or structures must not be located within 1.5m of the boundary of a designated rail corridor.	Assessment criteria where the standard is infringed: 1.The extent to which the location and design of the building relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.

Methods

NCZ-M1	**Urban Design Panel**

Subject to appeal
P1 Sch1
Have regard

Subject to obtaining relevant approvals and supporting funding, Council will seek to establish and facilitate an independent Urban Design Panel to inform the urban design assessments of relevant policies and matters of discretion that apply to significant resource consent applications as required.

Unless identified as subject to appeal, all provisions in this chapter are operative as of 14 July 2025.

He Rohe Pokapū Haukāinga

Local Centre Zone

LCZ	Local Centre Zone

Introduction

The purpose of the Local Centre Zone is to provide for a range commercial, community, recreation and residential activities. These centres service the needs of the surrounding residential catchment and neighbouring suburbs. Local centres support the role and function of other Centre Zones in the hierarchy of centres.

The Local Centre Zone is distributed across the city and will play a crucial role in accommodating and servicing the needs of the existing and forecast population growth. The Medium Density and High Density Residential Zone surrounds most local centres. These zones enable intensification due to the capacity of the area to absorb more housing with enablers of growth such as walkability, access to public transport, community facilities and services.

High quality building design is a focus for the Local Centres Zone. The transition to more intensive use in some local centres will result in changes to existing amenity values in the centres and their surrounds. Consequently, redevelopment will be supported by a range of measures to promote good design and environmental outcomes, and address amenity issues. Accordingly, most building activities will require a resource consent and an assessment against the Centres and Mixed Use Design Guide. To enable intensification around existing neighbourhood centres, some of these will have substantial building heights.

There is an identified need for residential intensification within and around local centres. These centres are subject to the intensification policies 3 (c) and (d) of the National Policy Statement on Urban Development 2020 (NPS-UD). Accordingly, residential activity is permitted above ground floor within these centres. To support a mix of activities within the zone, activities that have off-site effects, such as industrial activities and different retail formats, will need to be managed. There is however a desire for larger scale retail to locate in centres, where these are of an appropriate form and scale, rather than at out-of-centre locations, to support the vitality of centres.

Other relevant District Plan provisions

There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives

LCZ-O1	**Purpose** The Local Centre Zone meets the needs of communities, businesses and residents in the surrounding residential catchment and neighbouring suburbs in a manner that supports the City's compact urban growth objectives and its role and function in the City's hierarchy of centres.
LCZ-O2	**Accommodating growth** The Local Centre Zone has an important role in accommodating growth and has sufficient serviced, resilient development capacity and additional infrastructure to meet residential and commercial growth needs.
LCZ-O3	**Amenity and design** Medium to high density mixed-use development is achieved that contributes to creating a high quality, well-functioning urban environment that reflects the changing urban form and amenity values of the Local Centres and their surrounding residential areas.
LCZ-O4	**Activities** Activities will be of an appropriate scale and type to enhance the vibrancy of Local Centres, support walkable neighbourhoods and support their local purpose.
	Policies
LCZ-P1	**Accommodating growth** Provide for the use and development of the Local Centre Zone to meet the City's needs for housing, business activities and community facilities, including: 1. A variety of building types, sizes, tenures, affordability and distribution of a scale and intensity that does not undermine the viability of the Metropolitan Centre Zone and the primacy of the City Centre Zone; 2. A mix of medium to high density housing; 3. Convenient access to active, public transport and rapid transit options; 4. Efficient, well integrated and strategic use of available development sites; and 5. Convenient access to a range of open spaces.
LCZ-P2	**Enabled activities** Enable a range of activities that contribute positively to the role and function of the Zone and meet the needs of the residential catchment and surrounding suburbs including: 1. Commercial activities; 2. Residential activities; 3. Community facilities; 4. Educational facilities; 5. Arts, culture, and entertainment activities; 6. Emergency service facilities; 7. Community corrections activities; 8. Visitor accommodation; 9. Recreation activities; 10. Public transport activities; ~~and~~

	11. Industrial activities~~.~~; and 12. Hospital activities and healthcare facilities.
LCZ-P3	**Managed activities** Manage the location and scale of commercial activities which could result in cumulative adverse effects on the vibrancy of centres, the retention and establishment of a mix of activities within the Local Centre Zone, and the function of the transport network.
LCZ-P4	**Potentially incompatible activities** Only allow activities that are potentially incompatible with the role and function of the Local Centre Zone, where they will not have an adverse effect on the vibrancy and amenity of the centre: 1. Carparking visible at street edge along an active frontage or non-residential activity frontage; 2. Demolition of buildings that results in the creation of unutilised vacant land; 3. Ground floor residential activities on street edges identified as having an active frontage or non-residential activity frontage; and 4. Yard-based retail activities.
LCZ-P5	**Heavy industrial activities** Avoid heavy industrial activities from locating in the Local Centre Zone**.**
LCZ-P6	**Housing choice** Enable medium density residential development that: 1. Contributes towards accommodating anticipated growth in the City; and 2. Contributes to a range of housing price, type, size and tenure that is accessible to people of all ages, lifestyles, cultures, impairments and abilities.
LCZ-P7	**Quality development outcomes** Require new development, and alterations and additions to existing development at a site scale, to positively contribute to the sense of place, quality and amenity of the Local Centre Zone by: 1. Fulfilling the intent of the Centres and Mixed Use Design Guide; 2. Recognising the benefits of well-designed, comprehensive development, including the extent to which the development: a. Reflects the nature and scale of the development enabled within the zone and responds to the evolving, more intensive identity of the neighbourhood; b. Optimises the development capacity of land; c. Provides for the increased levels of residential accommodation enabled in this zone; and d. Provides for a range of supporting business, open space and community facilities; e. Is accessible for emergency service vehicles. 3. Ensuring that the development, where relevant: a. Responds to the site context, particularly where it is located adjacent to: i. A scheduled site or area of significance to Māori; ii. Heritage buildings, heritage structures and heritage areas; iii. An identified character precinct; iv. Residential zoned areas; v. Open space zoned areas; b. Provides a safe and comfortable pedestrian environment; c. Enhances the quality of the streetscape and public / private interface;

	d. Integrates with existing and planned active and public transport movement networks, including planned rapid transit stops; ~~and~~ e. Allows sufficient flexibility for ground floor space to be converted for a range of activities, including residential; and f. Positively contributes to the sense of place and distinctive form of the Local Centre where the site or proposal will be prominent;~~.~~ 4. Recognising the benefits of well-designed accessible, resilient and sustainable development, including the extent to which the development: a. Enables universal accessibility within buildings, ease of access for people of all ages and mobility/disability; ~~and~~ b. Incorporates a level of building performance that leads to reduced carbon emissions and increased climate change earthquake resilience; and c. Incorporates construction materials that increase the lifespan and resilience of the development and reduce ongoing maintenance costs.
LCZ-P8	**On-site residential amenity** Achieve a good standard of amenity for residential activities in the Local Centre Zone by: 1. Providing residents with access to adequate outlook; 2. Ensuring convenient access to private and/or communal areas of outdoor space; 3. Fulfilling the intent of the Centres and Mixed Use Design Guide; and 4. Providing residents with adequate internal living space.
LCZ-P9	**Managing adverse effects** Recognise the evolving, higher density development context enabled in the Local Centres Zone, while managing any associated adverse effects including: 1. Shading, privacy, bulk and dominance effects on adjacent sites; and 2. The impact of construction on the transport network and pedestrian linkages.
LCZ-P10	**City development outcomes** Recognise the positive outcomes that developments over the height limits in the Local Centre Zone can make to a well-functioning urban environment, as compensation for adverse effects, through the provision of enduring outcomes that provide public benefit and positively contribute to the sense of place and distinctive form, quality and amenity of the Local Centre Zone, including: 1. Positively contributing to public space provision and the amenity of the site and surrounding area, particularly in areas of deficit public space; 2. Positively contributing to public accessibility and connections; 3. Restoring and reusing heritage buildings and structures; 4. The recognition of or response to adjacent sites and areas of heritage or sites and areas of significance to Māori; and 5. Incorporating assisted housing into the development; where this is provided, legal instruments are required to ensure that it remains assisted housing for at least 25 years.
LCZ-P11	**Retirement villages** Provide for retirement villages where it can be demonstrated that the development: 1. Fulfils the intent of the Centres and Mixed Use Design Guide; 2. Includes outdoor space that is sufficient to cater for the needs of the village; 3. Provides an adequate and appropriately located area on site for the management, storage and collection of all of the solid waste, recycling and organic waste potentially generated by the development; 4. Is able to be adequately serviced by three waters infrastructure or can address any

	constraints on the site; and 5. Is of an intensity, scale and design that is consistent with the amenity values anticipated in the Zone.
	Rules: Land use activities
LCZ-R1	**Commercial activities**
	1. Activity status: **Permitted** Where: a. The activity is not an Integrated Retail Activity (refer to Rule LCZ-R11).
LCZ-R2	**Community facilities**
	1. Activity status: **Permitted**
LCZ-R3	**Educational facilities**
	1. Activity status: **Permitted**
LCZ-R4	**Arts, culture and entertainment activities**
	1. Activity status: **Permitted**
LCZ-R5	**Emergency services facilities**
	1. Activity status: **Permitted**
LCZ-R6	**Community corrections activities**
	1. Activity status: **Permitted**
LCZ-R7	**Visitor accommodation**
	1. Activity status: **Permitted**
LCZ-R8	**Recreation activities**
	1. Activity status: **Permitted**
LCZ-R9	**Public transport activities**
	1. Activity status: **Permitted**
LCZ-R9a	**Hospital activities and healthcare facilities**
	1. Activity status: **Permitted**

LCZ-R10	**Residential activities**

1. Activity status: **Permitted**

   Where:

   a. The activity is located:
      i. Above ground floor level;
      ii. At ground floor level along any street edge not identified as an active frontage;
      iii. At ground floor level along any street edge not identified as a non-residential activity frontage; or
      iv. At ground floor level along any street edge not identified as requiring verandah coverage.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with the requirements of LCZ-R10.1.a is not ~~cannot be~~ achieved.

Matters of discretion are:
~~1.~~ 1. The matters in LCZ-P4, LCZ-P6 and LCZ-P7;
~~2.~~ 2. The extent and effect of non-compliance with LCZ-S4 and LCZ-S5;
~~3. Whether residential activities exceed 50% of the street frontage at ground floor;~~
~~4. The extent to which an acceptable level of passive surveillance is maintained between the interior of the building and the street or area of public space;~~
~~5. The extent to which the building frontage is designed and located to create a strong visual alignment with adjoining buildings;~~
~~6.~~ 3. The ~~effect on the visual quality of the streetscape and the~~ extent to which the residential activity contributes to or detracts from the surrounding public space.~~;~~
~~7. The continuity of verandah coverage along the identified street, informal access route or public space; and~~
~~8. The extent to which non-compliance with verandah coverage will adversely affect the comfort and convenience of pedestrians.~~

Notification status: An application for resource consent made in respect of rule LCZ-R10.2.a is precluded from being either publicly or limited notified.

LCZ-R11	**Integrated retail activity**

1. Activity status: **Permitted**

   Where:

   a. The total gross floor area does not exceed 20,000m^2.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with the requirements of LCZ-R11.1 is not achieved.

Matters of discretion are:

1. The matters in LCZ-P1, LCZ-P2, LCZ-P3, and LCZ-P4;
2. The cumulative effect of the development on:
   a. The vitality of the City Centre Zone;

	b. The safety and efficiency of the transport network, including providing for a range of transport modes; c. The hierarchy of roads, travel demand or vehicle use; and 3. The compatibility with other activities provided for in the zone. Council will not apply a permitted baseline assessment when considering the effects of integrated retail activities that cannot comply with LCZ-R11.1.	
LCZ-R12	**Industrial activities**	
	1. Activity status: **Permitted** Where: a. The activity is not a heavy industrial activity.	
	2. Activity Status: **Non-complying** Where: a. Compliance with the requirements of LCZ-R12.1.a is not achieved. Notification status: An application for resource consent made in respect of rule LCZ-R12.2.a must be publicly notified.	
LCZ-R13	**Carparking activities**	
	1. Activity status: **Permitted** Where: a. The activity is located on a site without an active frontage or non-residential activity frontage; or b. On an active frontage or non-residential activity frontage, the activity involves: i. Provision of carparks are not visible at the street edge; ii. Provision of carparks are above ground floor level; or iii. Provision of carparks are below ground floor level; or iv. Provision of parking spaces are for people with disabilities; or v. Provision of ground floor level carparks that form part of a building specifically constructed and used for carparking purposes; or vi. Reconfiguration of an existing carpark area (including where that reconfiguration results in a change to the type and/or number of parking or loading spaces provided) within the existing site boundary, provided that the existing carpark area within the site is not expanded; or vii. Provision of carparks on a road.	
	2. Activity status: **Discretionary** Where: a. Compliance with the requirements of LCZ-R13.1.a is not achieved.	
LCZ-R14	**Yard-based retailing activities**	
	1. Activity status: **Discretionary**	

	Notification Status: An application for resource consent made in respect of rule LCZ-R14 must be publicly notified, except where: a. The activity relates to the maintenance, operation and upgrading of an existing activity.	
LCZ-R15	**Retirement Villages**	
	1. Activity status: **Discretionary**	
LCZ-R16	**All other activities**	
	1. Activity status: **Discretionary** Where: a. The activity is not otherwise provided for as a permitted activity, restricted discretionary activity, or a non-complying activity.	
	Rules: Building and structures activities	
LCZ-R17	**Maintenance and repair of buildings and structures**	
	1. Activity status: **Permitted**	
LCZ-R18	**Demolition or removal of buildings and structures**	
	1. Activity status: **Permitted** Where: a. The demolition or removal of a building: i. Is required to avoid a threat to life and/or property; ii. Enables the creation of public space or private outdoor living space associated with the use of a building; iii. Is required for the purposes of constructing a new building or structure, or adding to or altering an existing building or structure, that is a permitted activity under LCZ-R19, or has an approved resource consent, or resource consent is being sought concurrently; or b. The building or structure for demolition or removal is not on a site that has an active frontage or non-residential activity frontage; or c. The demolition or removal involves a structure, excluding any building.	
	2. Activity status: **Discretionary** Where: a. Compliance with any of the requirements of LCZ-R18.1 is not ~~cannot be~~ achieved. The assessment of the activity must have regard to: 1. How the land will be utilised whilst it is vacant; and 2. Creating a positive visual relationship between the site and streetscape whilst the site is vacant. Notification status: An application for resource consent made in respect of rule LCZ-R18.2.a is precluded from being either publicly or limited notified.	

LCZ-R19	Construction of, or additions and alterations to, buildings and structures

1. Activity status: **Permitted**

   Where:

   a. The alterations or additions to a building or structure:
      i. Do not alter its external appearance; or
      ii. Involve the placement of solar panels on rooftops; or
      iii. Involve maintenance, repair or painting; or
      iv. Involve re-cladding with like for like materials and colours; or
      v. Relate to a building frontage that is:
         - Below verandah level, including entranceways and glazing; and
         - Compliant with LCZ-S4; or
      vi. Are not visible from public spaces; and

   b. The alterations or additions:
      i. Do not result in the creation of new residential units; and
      ii. Comply with standards LCZ-S1, LCZ-S2, LCZ-S3, LCZ-S4 and LCZ-S5; and

   c. The construction of any building or structure:
      i. Is not located on a site with an active frontage or non-residential activity frontage; or
      ii. Is not visible from a public space; and
      iii. Will have a gross floor area of less than 100m^2; and
      iv. Will result in a total coverage (together with other buildings) of no more than 20 percent of the site; and
      v. Will comply with effects standards LCZ-S1, LCZ-S2, LCZ-S3, LCZ-S4 and LCZ-S5; and
      vi. Does not involve the construction of a new building for residential activities

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with any of the requirements of LCZ-R19.1, excluding LCZ-S1 is not ~~cannot be~~ achieved.

Matters of discretion are:

1. The matters in LCZ-P6, LCZ-P7, LCZ-P8, LCZ-P9 and LCZ-P11;
2. The extent and effect of non-compliance with LCZ-S1, LCZ-S2, LCZ-S3, LCZ-S4, LCZ-S5, LCZ-S6, LCZ-S7, LCZ-S8, LCZ-S9, LCZ-S10 and LCZ-S11.
3. The extent and effect of any identifiable site constraints;
4. Construction impacts on the transport network; and
5. The availability and connection to existing or planned three waters infrastructure.

Notification status:

An application for resource consent made in respect of rule LCZ-R19.2.a that complies with all standards is precluded from being either publicly or limited notified.

An application for resource consent made in respect of rule LCZ-R19.2.a that complies with LCZ-S2, LCZ-S6, LCZ-S7, LCZ-S8, LCZ-S9 and LCZ-S10 is precluded from being either publicly or limited notified.

An application for resource consent made in respect of rule LCZ-R19.2.a that results from non-compliance with LCZ-S1, LCZ-S3, LCZ-S4 and LCZ-S5 is precluded from being publicly notified.

	3. Activity status: **Discretionary** Where: a. Compliance with any of the requirements of LCZ-S1 is not ~~cannot be~~ achieved.
LCZ-R20	**Conversion of buildings, or parts of buildings, for residential activities**
	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in LCZ-P1, LCZ-P3, LCZ-P6, LCZ-P8 and LCZ-P11; 2. The extent of compliance with standards LCZ-S6, LCZ-S7 and LCZ-S8 and satisfaction of associated assessment criteria; and 3. The availability and connection to existing or planned three waters infrastructure. Notification status: An application for resource consent made in respect of rule LCZ-R20.1 is precluded from being either publicly or limited notified.
LCZ-R21	**Outdoor storage areas**
	1. Activity status: **Permitted** Where: a. The storage area is screened by either a fence or landscaping of 1.8m in height from any adjoining road or site. b. Screening does not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of LCZ-R21.1 is not achieved. Matters of discretion are: 1. The matters in LCZ-P7; 2. The extent to which any lesser screening is necessary to provide for the functional needs or operational needs of the activities on the site, or for people's health and safety; and 3. The extent to which outdoor storage is visible to surrounding areas, including any associated effects on amenity values where visible from Residential or Open Space Zones. Notification status: An application for resource consent made in respect of rule LCZ-R21.2.a is precluded from being either publicly or limited notified.
	Standards
LCZ-S1	**Maximum height**
	1. The following maximum height limits above ground level must be complied with: | Assessment criteria where the standard is infringed:

Location	Limit	
Height Control Area 1 Island Bay Local Centre Heritage Area Hataitai Local Centre Heritage Area Newtown Local Centre Heritage Area	12 metres	1. Streetscape and visual amenity effects; 2. Dominance, privacy and shading effects on adjoining sites; and 3. The extent to which taller buildings would contribute to a substantial increase in residential accommodation.
Height Control Area 2 Karori Kelburn	18 metres	
Height Control Area 3 Brooklyn Churton Park Crofton Downs Island Bay Khandallah Miramar Newlands Hataitai	22 metres	
Height Control Area 4 Newtown Tawa	27 metres	
2. Fences and standalone walls must not exceed a maximum height of 1.8 metres (measured above ground level). This standard does not apply to: a. Accessory buildings. b. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; c. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m; and d. Lift overruns provided these do not exceed the height by more than 4m.		

LCZ-S2	**Minimum ground floor height**	
1. The minimum ground floor height to the underside of a structural slab or equivalent shall be 4m.		Assessment criteria where the standard is infringed: 1. The extent to which a reduced height: a. Will compromise or preclude future use or adaptation of the ground floor for non-residential activities; b. Is necessary to provide for the functional needs or operational needs of a

		proposed activity; and 2. Whether topographical or other site constraints make compliance with the standard impracticable or unnecessary.
LCZ-S3	**Height in relation to boundary**	
	1. No part of any building or structure may project beyond the relevant recession plane shown below: **Location** / **Recession plane** Boundary adjoining any site within the MRZ with a height limit of 11m identified on the District Plan Maps — 60° measured from a height of 4m vertically above ground level Boundary adjoining any site within the MRZ with a height limit of 14m identified on the District Plan Maps — 60° measured from a height of 5m vertically above ground level Boundary adjoining any site within the HRZ — 60° measured from a height of 8m vertically above ground level Boundary adjoining any site within an Open Space Zone — 60° measured from a height of 5m vertically above ground level These standards do not apply to: a. A boundary with a road. b. Internal boundaries; c. Solar power and heating components attached to a building provided these do not exceed the height in relation to boundary by more than 500mm; and d. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height in relation to boundary by more than 3m measured vertically.	Assessment criteria where the standard is infringed: 1. Dominance, privacy, and shading effects on adjoining sites; 2. Whether an increase in height in relation to boundary results from a response to natural hazard mitigation; 3. Effects on public spaces; and 4. The extent to which an increase in height in relation to boundary would contribute to a substantial increase in residential accommodation.
LCZ-S4	**Verandah control**	
	1. Verandahs must be provided on building elevations on identified street frontages; 2. Any verandah must: a. Extend the full width of the building elevation; b. Connect with any existing adjoining verandah; c. Have a minimum clearance of 2.5m directly	Assessment criteria where the standard is infringed: 1. The extent to which any non-compliance: a. Will adversely affect the comfort and convenience of pedestrians; b. Will result in further street

	above the footpath or formed ground surface; d. Not exceed a maximum height of 4m measured between the base of the verandah fascia and the footpath or formed ground surface directly below; e. Be setback a minimum of 450mm from any point along the kerbing extending back to the site boundary; and f. Not exceed a maximum width of 3m from the front of the building. This standard does not apply to: a. Any scheduled building identified in SCHED1-Heritage buildings. However, if for any reason these buildings received Council approval (resource consent or other approval) to be demolished, then a verandah would be required for any replacement buildings on these sites; b. Any building where compliance with the standard results in an encroachment into the dripline of an existing tree; and c. Service stations.	trees being added to public space as part the development; and 2. The continuity of verandah coverage along the identified street, informal access route or public space.
LCZ-S5	**Active frontage and non-residential activity frontage controls**	
	1. Any new building or addition to an existing building facing an identified street with an active frontage must: a. Be built up to the street edge at ground floor level along at least 90% of the full width of the site that borders the street(s); b. Provide a minimum of 60% of continuous display windows or transparent glazing along the width of the ground floor building frontage; and c. Locate the principal public entrance on the front boundary. This standard does not apply to: a. Any vehicle and pedestrian access to a site situated on a street subject to an active frontage or non-residential activity control; b. Service stations. 2. Any ground level addition to, or alteration of, a building or structure facing a public space must not result in a featureless façade that: a. Is more than 3 metres wide; and b. Extends from a height of 1m above ground level to a maximum height of 2.5m; 3. Any roller shutter doors, security grilles, screens or similar structures fitted to the facade of any building must be at least 50% visually transparent; and 4. Any new building or addition to an existing	Assessment criteria where the standard is infringed: 1. The extent to which: a. Any non-compliance is required for on-site functional needs or operational needs; b. The building frontage is designed and located to create a strong visual alignment with adjoining buildings or otherwise enhances the streetscape; and c. An acceptable level of passive surveillance is maintained between the interior of the building and the street.

	building on a site with a non-residential activity frontage control must: a. Be built up to the street edge on all street boundaries and along the full width of the site bordering any street boundary; and b. Locate the principal public entrance on the front boundary.	

LCZ-S6 Minimum residential unit size

	1. Residential units, including dual key units must meet the following minimum sizes: **Residential unit type** / **Minimum net floor area** a. Studio unit — 35m^2 b. 1 bedroom unit — 40m^2 c. 2+ bedroom unit — 55m^2	Assessment criteria where the standard is infringed: 1. The extent to which: a. The design of the proposed unit provides a good standard of amenity; and b. Other on-site factors compensate for a reduction in unit sizes.

LCZ-S7 Residential — outdoor living space

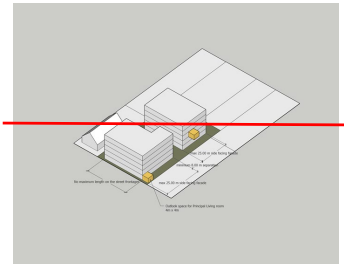
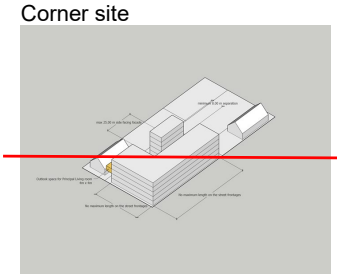
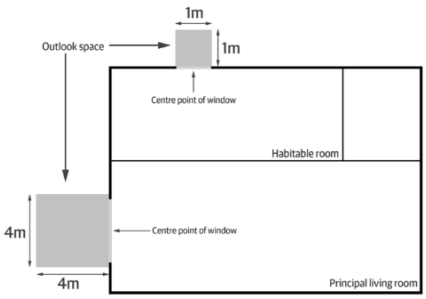
	1. Each residential unit, including any dual key unit, must be provided with either a private outdoor living space or access to a communal outdoor living space. 2. Where private outdoor living space is provided it must be: a. For the exclusive use of residents; b. Directly accessible from a habitable room; c. A single contiguous space; and d. Of the minimum area and dimension specified in the table below; and 3. Where communal outdoor living space is provided it does not need to be in a single continuous space but it must be: a. Accessible from the residential units it serves; b. Of the minimum area and dimension specified in the table below; and c. Free of buildings, parking spaces, and servicing and manoeuvring areas.	Assessment criteria where the standard is infringed: 1. The extent to which: a. The size of the proposed outdoor living space provides a good standard of amenity relative to the number of occupants the space is designed for; and b. Other on-site factors compensate for a reduction in the size of the outdoor living space (e.g. communal living space); 2. Whether any alternative publicly available open space adjoins or is in close proximity to the site; and 3. Whether topographical or other site constraints make compliance with the standard

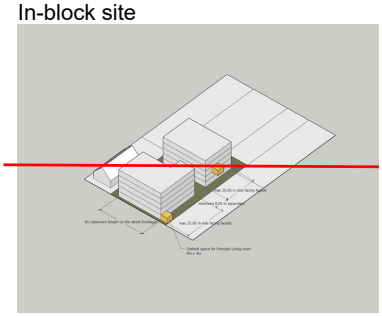
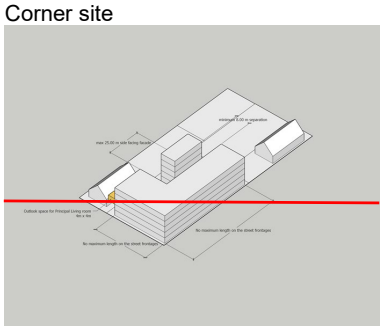
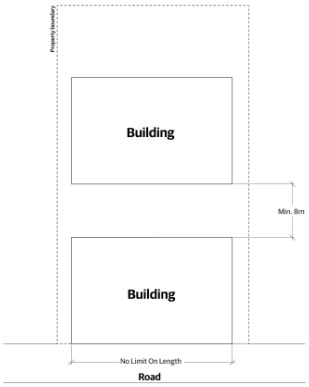
Living space type	Minimum area	Minimum dimension
a. Private		
i. Studio unit and 1-bedroom unit	5m^2	1.8m
iii. 2+ bedroom unit	8m^2	1.8m
a. Communal		
i. For every 4 - 15 units	64m^2	8m

	ii. For each additional unit above 15 units	$2m^2$	-	impracticable.
	Note: Communal outdoor living space is calculated on the basis of the number of units without exclusive access to private outdoor living space.			

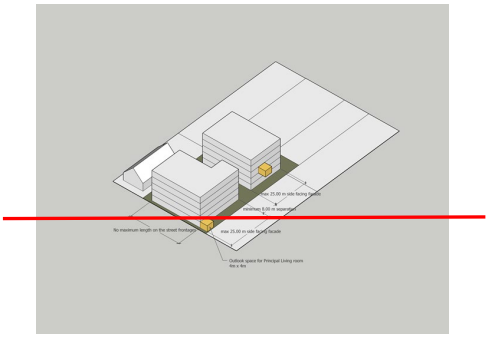
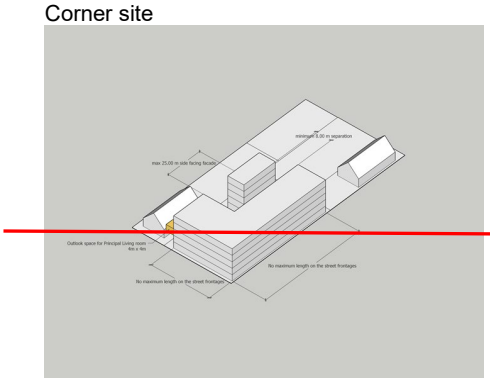
LCZ-S8	**Minimum outlook space for multi-unit housing**

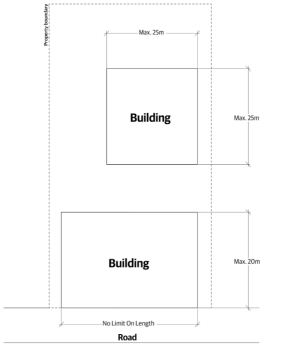
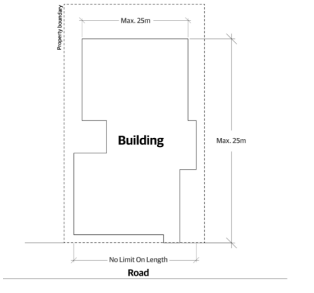
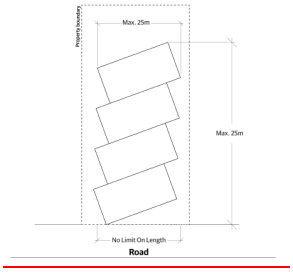
Local Centre Zone **Proposed: 23/06/2025**

1. Every residential unit must be designed to achieve a minimum of 1m by 1m outlook space for all habitable rooms. 2. All principal living rooms must have an outlook space of a minimum dimension of 4m in depth and 4m in width as shown in diagrams below. In-block site  Corner site   	Assessment criteria where the standard is infringed: 1. The extent to which: a. The design of the proposed unit provides a good standard of amenity; and b. Other on-site factors compensate for a reduction in outlook space.

LCZ-S9	**Minimum building separation distance for residential activities**	
	1. Any new residential building or addition to an existing residential building must provide an 8m separation distance between buildings located on the same site, as shown diagrams below. In-block site  Corner site   	Assessment criteria where the standard is infringed: 1. The extent to which a reduced setback will increase dominance and shadowing related effects on residential units within the development site; and 2. Dominance, privacy and shading effects on adjoining sites.
LCZ-S10	**Maximum building length ~~depth~~ for residential activities**	

Local Centre Zone **Proposed: 23/06/2025**

1. Any new building, part of a new building, or additions to an existing building, constructed for residential activities on any site ~~aside from a rear site~~, must not result in the continuous length of any external side façade, facing a neighbouring site, being greater than 25m, as shown in the diagrams below. In-block site  Corner site 	Assessment criteria where the standard is infringed: 1. The extent to which the design mitigates the effect of a long features building elevations; and 2. Dominance, privacy and shading effects on adjoining sites.

		
Any external side elevation that is parallel to, or at an angle of 30° or less, to any boundary except a boundary adjoining a road	The total unbroken length of any external side elevation, measured corner to corner, including where the external side is modulated	The total unbroken length of any external side elevation, measured corner to corner, including where the external side is stepped

LCZ-S11	Boundary setback from a rail corridor	
	1. Buildings or structures must not be located within 1.5m of the boundary of a designated rail corridor.	Assessment criteria where the standard is infringed: 1. The extent to which the location and design of the building relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.

Methods

Subject to appeal P1 Sch1 Have regard	LCZ-M1	Urban Design Panel
	Subject to obtaining relevant approvals and supporting funding, Council will seek to establish and facilitate an independent Urban Design Panel to inform the urban design assessments of relevant policies and matters of discretion that apply to significant resource consent applications as required.	

Unless identified as subject to appeal, all provisions in this chapter are operative as of 14 July 2025.

He Rohe Whakamahinga Rau

Mixed Use Zone

MUZ	Mixed Use Zone

Introduction

The purpose of the Mixed Use Zone is to provide for a compatible mixture of residential, commercial, light industrial, recreation and/or community activities. It continues the long-standing approach of enabling a wide range of compatible activities in Wellington's suburban employment areas. The Zone covers areas where people can live, work, play, and conduct business but with fewer day-to-day conveniences than may be available in the City Centre Zone and other Centres.

The Mixed Use Zone is distributed across the city. A broad range of activities are enabled to occur alongside one another in the Mixed Use Zone. It needs to be noted that due to the wide range of non-residential activities provided for, and the potential for industrial activities to establish in this Zone, there may be moderate to high levels of noise, vehicle trip generation or other environmental effects. While such effects may be tolerable within the Mixed Use Zone, they could undermine the amenity of zones nearby if not appropriately managed. Effects from new activities and development within the Mixed Use Zone need to be compatible with the local context. Activities that generate adverse effects of a nature or scale that is potentially incompatible with the existing context will typically not be enabled in the Mixed Use Zone unless such activities can demonstrate they are able to co-exist with existing sensitive activities in the vicinity.

Because the Mixed Use Zone provides for a range of activities, a different level of external amenity should be expected for residential uses that locate within the Zone than would be expected in the Centres or Residential Zones. To ensure the supply of business land is sufficient to meet the City's short, medium and long term needs, the Mixed Use Zone discourages ground floor residential development. New residential uses and conversions of existing non-residential activities for residential use above ground floor can be established in the Mixed Use Zone where appropriate. Such uses will need to provide quality on-site amenity and be designed and constructed in a manner that does not undermine the ongoing functional operation and development of the Mixed Use Zone for a wide range of non-residential activities.

Development in the Mixed Use Zone needs to be of a nature and scale that supports the social, cultural and economic importance of the City Centre and other Centres. It is vital that the City Centre remains the economic and employment hub for the Region and that the Metropolitan, Local and Neighbourhood Centres are vibrant and well-functioning. The zone does not anticipate large supermarkets or integrated retail activity, which is more appropriately located in the Metropolitan Centres Zone, Local Centre Zone, Neighbourhood Centre Zone or City Centre Zone.

Other relevant District Plan provisions

There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may

therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

MUZ-PREC01	Curtis Street Mixed Use Zone

The MUZ-PREC01 applies to an area of land on Curtis Street in Karori and supports the City's hierarchy of centres.

The purpose of the MUZ-PREC01 is to enable a mixture of commercial and residential activities, developed in a way that provides a high quality of on-site amenity through design and layout, which also appropriately recognises the topographic and residential characteristics of the neighbourhood.

Development in the MUZ-PREC01 needs to be of a nature and scale that supports the social, cultural and economic importance of the City Centre and other Centres. It is vital that the City Centre remains the economic and employment hub for the region and that the Metropolitan, Local and Neighbourhood Centres are vibrant and well-functioning. Accordingly, the MUZ-PREC01 does not anticipate large supermarkets or integrated retail activity, which are more appropriately located in the Centres or City Centre Zone.

Development is supported by a range of measures to ensure good design, environmental outcomes and address amenity effects.

The Land Use Activities rules for the Mixed Use Zone do not apply to the precinct. Instead, there are separate Land Use Activities rules that apply to the precinct.

The Building and Structure Activity rules for the Mixed Use Zone apply in addition to the precinct specific Building and Structure Activity rules.

Where there is any conflict between Mixed Use Zone and precinct specific provisions, the precinct provisions prevail.

	Objectives
MUZ-O1	**Purpose** The Mixed Use Zone is developed and used for a wide range of compatible activities.
MUZ-O2	**Accommodating growth** The Mixed Use Zone has an important role in accommodating growth and has sufficient serviced, resilient development capacity and additional infrastructure to meet business, and to a lesser extent residential growth needs.
MUZ-O3	**Compatibility with other employment areas and the hierarchy of centres** Activities and development will be of an appropriate scale and type that do not undermine the vitality, role and function of the City Centre and other Centres as set out in the hierarchy of centres.
MUZ-O4	**Amenity and design**

	Development in the Mixed Use Zone contributes to creating a well-functioning urban environment and a diverse local context.
MUZ-O5	**Managing adverse effects** Adverse effects from use and development of the Mixed Use Zone are managed effectively, particularly on more sensitive environments in neighbouring zones.
	Policies
MUZ-P1	**Accommodating growth** Provide for the use and development of the Mixed Use Zone to meet the City's needs for business activities and to a lesser extent housing, including: 1. A variety of building type, size, affordability and distribution, including forms of medium density housing; 2. Efficient, well integrated and strategic use of available development sites; and 3. Convenient access to state highways and key transport routes.
MUZ-P2	**Enabled activities** Enable a wide range of compatible activities in the Mixed Use Zone where they are of an appropriate nature, scale and intensity for the zone and the hierarchy of centres, including: 1. Commercial activities; 2. Community facilities; 3. Educational facilities; 4. Recreation activities; 5. Arts, culture and entertainment activities; 6. Emergency service facilities; 7. Community corrections activities; 8. Visitor accommodation; 9. Residential activities above ground floor level; 10. Public transport activities; ~~and~~ 11. Industrial activities; 12. Carparking activities; and 13. Hospital activities and healthcare facilities.
MUZ-P3	**Managing larger-scale retail activities** Only allow the establishment of integrated retail activities and large supermarkets in the Mixed Use Zone if it can be demonstrated that they will: 1. Not result in significant adverse impacts on the vitality, role and function of the City Centre or any Metropolitan, Local or Neighbourhood Centres; 2. Not result in significant adverse impacts on the sustainability, safety or efficiency of the transport network and the hierarchy of roads from trip patterns, travel demand or vehicle use; and 3. Be compatible with adjoining land uses.
MUZ-P4	**Avoiding heavy industrial activities** Avoid heavy industrial activities from locating in the Mixed Use Zone.

MUZ-P5	**Residential activities** Ensure the ongoing functional use of the Mixed Use Zone for a range of business uses by: 1. Restricting residential activities being established at the ground floor level of buildings; 2. Ensuring residential activities are designed and constructed to provide good on-site amenity and to avoid reverse sensitivity effects on non-residential activities within the zone and 3. Fulfilling the intent of the Centres and Mixed Use Design Guide.
MUZ-P6	**Design of new development** Encourage a high standard of built form and amenity while: 1. Enabling innovation and choice in the design of new built development to reflect the diverse neighbourhood context of the Mixed Use Zone; and 2. Fulfilling the intent of the Centres and Mixed Use Design Guide.
MUZ-P7	**Zone interfaces** Require use and development of the Mixed Use Zone to maintain a reasonable amenity for adjoining Residential or Open Space Zones or other sensitive uses.

MUZ-PREC01	**Curtis Street Objectives**
MUZ-PREC01-O1	**Purpose** The MUZ-PREC01 contributes to meeting the City's needs for housing and business land, and supports the hierarchy of centres.
MUZ-PREC01-O2	**Activities** Activities and development will be of an appropriate scale and type that do not undermine the vibrancy of the Neighbourhood Centre Zone, Local Centre Zone, and Metropolitan Centre Zone and the primacy of the City Centre Zone.
MUZ-PREC01-O3	**Amenity and Design** Development in the MUZ-PREC01 is achieved that contributes to creating a good quality, well-functioning urban environment and is compatible with the surrounding residential context.

MUZ-PREC01	**Curtis Street Policies**
MUZ-PREC01-P1	**Enabled activities** Enable a range of activities in the MUZ-PREC01 that contribute positively to the purpose of the zone including: 1. Commercial activities; 2. Retail activities, except for large-scale integrated retail activities; 3. Carparking activities; 4. Residential activities; and

	5. Community corrections activities.
MUZ-PREC01-P2	**Managed activities** Manage the location and scale of commercial activities which could result in cumulative adverse effects on the vibrancy of centres, the retention and establishment of a mix of commercial activities within the MUZ-PREC01, and the function of the transport network.
MUZ-PREC01-P3	**Potentially incompatible activities** Only allow all other activities where they will not have an adverse effect on the use of the zone for commercial activities. Potentially incompatible activities include: 1. Community facilities; 2. Large-scale integrated retail activity; 3. Emergency service facilities; 4. Visitor accommodation; and 5. Public transport activities.
MUZ-PREC01-P4	**Avoiding industrial activities** Avoid locating industrial activities and heavy industrial activities in the MUZ-PREC01.
MUZ-PREC01-P5	**Quality design outcomes** Require new development, and alterations and additions to existing development at a site scale, to positively contribute to the sense of place, quality and amenity of the MUZ-PREC01 by ensuring that it, where relevant: 1. Meets the requirements of the Centres and Mixed Use Design Guide where relevant; 2. Responds to the site context, particularly where it is located adjacent to: a. Residential zoned areas; and/or b. Open space zoned areas; 3. Achieve a good standard of amenity for residential activities; 4. Avoids potential reverse sensitivity issues through quality design and layout; 5. Provides a safe and comfortable pedestrian environment; 6. Enhances the quality of the streetscape and public / private interface; 7. Integrates with existing and planned active and public transport movement networks; and 8. Allows sufficient flexibility for ground floor space to be converted for a range of activities.
MUZ-PREC01-P6	**On-site residential amenity** Achieve a good standard of amenity for residential activities in the MUZ-PREC01 by: 1. Providing residents with adequate outlook; 2. Providing access to convenient outdoor space, including private or shared communal areas; 3. Meeting the requirements of the Residential Design Guide as relevant; and 4. Providing residents with adequate internal living space.
MUZ-PREC01-P7	**Zone interfaces** Require use and development of the MUZ-PREC01 to maintain reasonable amenity for the adjoining Medium Density Residential Zone, Open Space Zones and other sensitive uses.

	Rules: Land use activities
MUZ-R1	**Commercial activities**
	1. Activity status: **Permitted** Where: a. The activity is not an Integrated Retail Activity (refer to Rule MUZ-R12); and b. The activity is not a supermarket (refer to MUZ-R13).
MUZ-R2	**Industrial Activities**
	1. Activity status: **Permitted** Where: a. The activity is not a heavy industrial activity.
	2. Activity status: **Non-complying** Where: a. Compliance with the requirements of MUZ-R2.1 is not ~~cannot be~~ achieved.
MUZ-R3	**Community facilities**
	1. Activity status: **Permitted**
MUZ-R4	**Educational facilities**
	1. Activity status: **Permitted**
MUZ-R5	**Arts, culture and entertainment activities**
	1. Activity status: **Permitted**
MUZ-R6	**Emergency services facilities**
	1. Activity status: **Permitted**
MUZ-R7	**Community corrections activities**
	1. Activity status: **Permitted**
MUZ-R8	**Visitor accommodation**
	1. Activity status: **Permitted**
MUZ-R9	**Recreation activities**
	1. Activity status: **Permitted**

MUZ-R10	**Public transport activities**
	1. Activity status: **Permitted**
MUZ-R10a	**Carparking activities**
	1. Activity status: **Permitted**
MUZ-R10b	**Hospital activities and healthcare facilities**
	1. Activity status: **Permitted**
MUZ-R11	**Residential activities**
	1. Activity status: **Permitted** Where: a. The activity is located above ground floor level.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of MUZ-R11.1 is not ~~cannot be~~ achieved. Matters of discretion are: 1. The matters in MUZ-P1, MUZ-P2 and MUZ-P5; 2. The extent to which the activity is the most appropriate to meet Wellington's future growth needs; 3. The compatibility with existing activities nearby and other activities provided for in the Mixed Use Zone; 4. The effect on the visual quality of the streetscape and the extent to which the development contributes to or detracts from the pedestrian environment; and 5. The extent to which the activity enables or limits adaptability for future non-residential activity at ground floor level. Notification status: An application for resource consent made in respect of rule MUZ-R11.2.a is precluded from being publicly notified.
MUZ-R12	**Integrated retail activity**
	1. Activity status: **Permitted** Where: a. The integrated retail activity comprises large format retail and does not exceed 10,000m^2 total GFA; or b. The integrated retail activity does not comprise large format retail and does not exceed 2,500m^2 total GFA.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance any of the requirements of MUZ-R12.1 is not ~~cannot be~~ achieved.

Matters of discretion are:

1. The matters in MUZ-P3.

MUZ-R13	**Supermarkets**

1. Activity status: **Permitted**

   Where:

   a. The total gross floor area does not exceed 1,500m^2.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with the requirements of MUZ-R13.1 is not ~~cannot be~~ achieved.

Matters of discretion are:

1. The matters in MUZ-P3.

MUZ-R14	**Retirement Villages**

1. Activity status: **Discretionary**

MUZ-R15	**All other activities**

1. Activity status: **Discretionary**

   Where:

   a. The activity is not otherwise provided for as a permitted activity, restricted discretionary activity, or non-complying activity.

MUZ-PREC01 — Rules: Land Use Activities

MUZ-PREC01-R1	**Commercial activities**

1. Activity status: **Permitted**

   Where:

   a. The commercial activity is a retail activity and does not exceed 500m^2 total GFA;
   b. The commercial activity is a supermarket and does not exceed 1500m^2 total GFA; or
   c. Any other commercial activity, including integrated retail activity, does not exceed 2500m^2 total GFA; and
   d. Any commercial activity is located at least 10m from any residential activity.

2. Activity status: Restricted Discretionary

   Where:

   a. Compliance with the requirements of MUZ-PREC01-R1.1 is not ~~cannot be~~ achieved.

Matters of discretion are:

1. The matters in MUZ-PREC01-P1, MUZ-PREC01-P2 and MUZ-PREC01-P3

MUZ-PREC01-R2	**Residential activities**
	1. Activity status: **Permitted**
MUZ-PREC01-R3	**Carparking activities**
	1. Activity status: **Permitted**
MUZ-PREC01-R4	**Community corrections activities**
	1. Activity status: **Permitted**
MUZ-PREC01-R5	**Retirement Villages**
	1. Activity status: **Discretionary**
MUZ-PREC01-R6	**All other land use activities**
	1. Activity status: **Discretionary** Where: a. The activity is not otherwise provided for as a permitted activity, restricted discretionary activity, or non-complying activity.
MUZ-PREC01-R7	**Industrial activities**
	1. Activity status: **Non-Complying**
MUZ-PREC01-R8	**Heavy Industrial activities**
	1. Activity status: **Non-Complying**
Rules: Building and structure activities	
MUZ-R16	**Maintenance and repair of buildings and structures**
	1. Activity status: **Permitted**
MUZ-R17	**Demolition or removal of buildings and structures**
	1. Activity status: **Permitted**
MUZ-R18	**Construction of, or additions and alterations to, buildings and structures (except within MUZ-PREC01**
	1. Activity status: **Permitted** Where: a. Compliance with the following standards is achieved: i. MUZ-S1; ii. MUZ-S3;

	iii. MUZ-S4; iv. MUZ-S5; v. MUZ-S6; vi. MUZ-S7; vii. MUZ-S11; and b. The activity is not the construction of a new building for residential activities.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of MUZ-R18.1 is not ~~cannot be~~ achieved. Matters of discretion are: 1. The matters in MUZ-P2, MUZ-P5, MUZ-P6 and MUZ-P7; 2. The extent and effect of non-compliance with MUZ-S1, MUZ-S3, MUZ-S4, MUZ-S5, MUZ-S6, MUZ-S7 and MUZ-S11 as specified in the associated assessment criteria for the infringed standards; 3. The extent of compliance with MUZ-S2; and 4. The extent of compliance with MUZ-S8, MUZ-S9 and MUZ-S10 for any part of the building used for residential activities; Notification status: An application for resource consent made in respect of rule MUZ-R18.2.a that results from non-compliance with MUZ-S4 or MUZ-S6 is precluded from being publicly or limited notified. An application for resource consent made in respect of rule MUZ-R18.2.a that results from non-compliance with MUZ-S1 but that complies with both MUZ-S2 and MUZ-S3 is precluded from being publicly or limited notified.
MUZ-R19	**Conversion of buildings or parts of buildings for residential activities (except within MUZ-PREC01)**
	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in MUZ-P2 and MUZ-P5; 2. The extent of compliance with standards MUZ-S8, MUZ-S9 and MUZ-S10; 3. The extent to which the conversion enables the ground floor level to be used or adapted for future non-residential activities; and 4. The availability and connection to existing or planned three waters infrastructure. Notification status: An application for resource consent made in respect of rule MUZ-R19.1 is precluded from being either publicly or limited notified.
MUZ-R20	**Outdoor storage areas**
	1. Activity status: **Permitted** Where: a. The storage area is screened by either a fence or landscaping of 1.8m in height from any adjoining road or site. b. Screening does not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response

	facilities.
	2. Activity status: **Restricted discretionary** Where: a. Compliance with the requirements of MUZ-R20.1 is not ~~cannot be~~ achieved. Matters of discretion are: 1. The matters in MUZ-P6 and MUZ-P7; 2. The extent to which any lesser screening is necessary to provide for functional needs or operational needs of the activities on the site, or for people's health and safety; and 3. Visual amenity effects. Notification status: An application for resource consent made in respect of rule MUZ-R20.2.a is precluded from being publicly notified.
MUZ-PREC01-R9	**Construction of, or additions and alterations to, buildings and structures**
	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in MUZ-PREC01-P5, MUZ-PREC01-P6 and MUZ-PREC01-P7 2. The extent and effect of non-compliance with MUZ-PREC01-S1, MUZ-S3, MUZ-S4, MUZ-S5, MUZ-S7, MUZ-S8, MUZ-S9, MUZ-S10 and MUZ-PREC01-S2.
MUZ-PREC01-R10	**Conversion of buildings or parts of buildings for residential activities**
	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in MUZ-PREC01-P1 and MUZ-PREC01-P6 2. The extent and effect of non-compliance with MUZ-S8, MUZ-S9 and MUZ-S10, and 3. In relation to the conversion of the ground floor to residential activities, the extent to which the conversion enables to ground level to be returned to use for non-residential activities.
Standards	
MUZ-S1	**Maximum height for the purposes of MUZ-R18.1**

1. The following maximum height limits above ground level must be complied with:

Location	Limit
Height control area 1 Newtown South Greta Point Tawa South Tauhinu Road Rongotai South Mixed Use Zone Height Control A Rongotai South Mixed Use Zone Height Control B	12 metres

Assessment criteria where the standard is infringed:

1. Streetscape and visual amenity effects;
2. Dominance, privacy and shading effects on adjoining sites; and
3. The extent to which taller buildings would contribute to a substantial increase in residential accommodation.

Shelly Bay Tawa: Tawa Street Miramar — Ropa Lane, Maupuia Road		
Height control area 2 Kaiwharawhara Kilbirnie North Miramar - Park Road and Weka Street Glenside	15 metres	
Height control area 3 Rongotai South Mixed Use Zone Height Control B Rongotai South Mixed Use Zone Height Control C	16 metres	
Height control area 4 Ngauranga Tawa Junction Takapu Island	18 metres	
2. Fences and standalone walls must not exceed a maximum height of 1.8 metres (measured above ground level). This standard does not apply to: 1. Accessory buildings; 2. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500m; 3. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m; and 4. Lift overruns provided these do not exceed the height by more than 4m.		

MUZ-S2	**Maximum height for the purposes of MUZ-R18.2**	
1. The following maximum height limits above ground level must be complied with:		Assessment criteria where the standard is infringed: 1. Streetscape and visual amenity effects; 2. Dominance, privacy and shading effects on adjoining sites; and 3. The extent to which taller buildings would contribute to a substantial increase in residential accommodation.
Location	**Limit**	
Height control area 1 ~~Newtown South~~ Greta Point ~~Tawa: Tawa South~~ Miramar: - Ropa Lane, Maupuia Road and Tauhinu Road	18 metres	
Height control area 2 Rongotai South Mixed Use Zone Height Control A, B, C, and D	19 metres	

	Height control area 3 Newtown South Tawa: Tawa Junction Tawa: Tawa Street Tawa: Tawa South Takapu Island	22 metres	
	Height control area 4 Glenside Kaiwharawhara Sar Street Kilbirnie North Miramar: Park Road and Weka Street	22.5 metres	
	Height control area 5 Ngauranga: Malvern	24 metres	
	Height control area 6 Shelly Bay	27 metres	
	2. Fences and standalone walls must not exceed a maximum height of 1.8 metres (measured above ground level). This standard does not apply to: 1. Accessory buildings; 2. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; 3. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m; and 4. Lift overruns provided these do not exceed the height by more than 4m.		
MUZ-S3	**Height in relation to boundary**		
	1. No part of any building or structure may project beyond the relevant recession plane shown below:		Assessment criteria where the standard is infringed: 1. The extent to which any infringement is necessary to provide for functional needs or operational needs of the activities on the site; 2. Dominance, privacy and shading effects on adjoining sites; 3. Whether topographical or other site constraints make compliance with the standard impracticable; 4. Whether an increase in height in

Location	Recession plane
Boundary adjoining any site within the MRZ with a height limit of 11m identified on the District Plan Maps	60° measured from a height of 4m vertically above ground level
Boundary adjoining any site within the MRZ with a height limit of 14m	60° measured from a height of 5m vertically above ground level

	identified on the District Plan Maps		relation to boundary results from a response to natural hazard mitigation; 5. The extent to which an increase in height in relation to boundary would contribute to a substantial increase in residential accommodation; and 6. The effect on the function and associated amenity values of any adjacent open space zone.
	Boundary adjoining any site within the HRZ	60° measured from a height of 8m vertically above ground level	
	Boundary adjoining any site within an Open Space Zone	60° measured from a height of 5m vertically above ground level	
	Boundary adjoining any site containing a scheduled heritage building, site and area of significance to Māori, heritage area or notable tree	60° measured from a height of 5m vertically above ground level	
	These standards do not apply to: a. A boundary with a road; b. Internal boundaries; c. Solar power or heating components provided these do not exceed the height in relation to boundary by more than 500mm measured vertically; d. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height in relation to boundary by more than 3m measured vertically; and e. Lift overruns, provided these do not exceed the height in relation to boundary by more than 1m measured vertically.		
MUZ-S4	**Minimum ground floor height**		
	1. The minimum ground floor height to the underside of structural slab or equivalent for any new building, or addition or alterations to an existing building shall be 4m.		Assessment criteria where the standard is infringed: 1. The extent to which a reduced height: a. Will compromise or preclude future alternative ground floor uses; b. Is necessary to provide for functional needs or operational needs of a proposed activity; 2. Whether topographical or other site constraints make compliance with the standard impracticable or unnecessary; 3. The extent to which the ground floor level will be able to be used or adapted for future non-residential activities; and 4. Whether, for any additions or

		alterations, the existing ground floor height infringes the standard.
MUZ-S5	**Windows adjacent to Residential Zones**	
	1. Except for windows in a residential unit, opaque privacy glazing must be installed in windows where: a. The associated building wall faces a site in any Residential Zone; and b. The wall is located within 5m of the boundary of a site in any Residential Zone.	Assessment criteria where the standard is infringed: 1. Privacy effects on adjoining sites; and 2. Positive safety implications of over-looking public space.
MUZ-S6	**Maximum gross floor area of buildings**	
	1. Any building must not exceed a maximum gross floor area of 500m^2.	Assessment criteria where the standard is infringed: 1. The extent to which the additional floor area is necessary to provide for functional needs or operational needs of the activities on the site; 2. Dominance, privacy and shading effects on adjoining sites; and 3. The extent to which the design, appearance and location of the building on the site mitigates the visual impact or dominance effects of the additional building area on the surrounding area.
MUZ-S7	**Verandah control**	
	1. Any verandah constructed on any building frontage facing a public space, including roads, must: a. Have a minimum clearance of 2.5m directly above the footpath or formed ground surface; b. Not exceed a maximum height of 4m measured between the base of the verandah fascia and the footpath or formed ground surface directly below; c. Be setback a minimum of 450mm from any point along the kerbing extending back to the site boundary; and d. Not exceed a maximum width of 3m from the front of the building. This standard does not apply to: a. Service stations.	Assessment criteria where the standard is infringed: 1. The extent to which any non-compliance is necessary to provide for functional or operational requirements of the activities on the site, or for people's health and safety; 2. Whether sufficient clearance is provided for pedestrians and the delivery of goods where any verandah is proposed lower than 2.5m above the footpath or ground surface level; and 3. The extent to which any verandahs wider than 3m or within 450mm of any kerbing allow clearance for unencumbered vehicle movement, parking and loading.

MUZ-S8 **Minimum residential unit size**

1. Residential units, including dual key units, must meet the following minimum sizes:

Residential unit type	Minimum net floor area
a. Studio unit	35m^2
b. 1 bedroom unit	40m^2
c. 2+ bedroom unit	55m^2

Assessment criteria where the standard is infringed:

1. The extent to which:
   a. The design of the proposed unit provides a good standard of amenity; and
   b. Other on-site factors compensate for a reduction in unit sizes.

MUZ-S9 **Outdoor living space for residential units**

1. Each residential unit, including any dual key unit, must be provided with either a private outdoor living space or access to a communal outdoor living space;

2. Where private outdoor living space is provided it must be:
   a. For the exclusive use of residents;
   b. Directly accessible from a habitable room;
   c. A single contiguous space; and
   d. Of the minimum area and dimension specified in the table below; and

3. Where communal outdoor living space is provided it does not need be in a single continuous space but it must be:
   a. Accessible from the residential units it serves;
   b. Of the minimum area and dimension specified in the table below; and
   c. Free of buildings, parking spaces, and servicing and manoeuvering areas.

Living space type	Minimum area	Minimum dimension
a. Private		
i. Studio unit and 1-bedroom unit	5m^2	1.8m
ii. 2+ bedroom unit	8m^2	1.8m
b. Communal		
i. For every 4 - 15 units	64m^2	8m
ii. For each additional unit above 15 units	2m^2	-

Communal outdoor living space is calculated based on the number of units not provided with the minimum area of private outdoor living space.

Assessment criteria where the standard is infringed:

The extent to which:
1. Any proposed outdoor living space provides a good standard of amenity relative to the number of occupants the space is designed for;
2. Other on-site factors compensate for a reduction in the size or dimensions of the outdoor living space; and
3. The availability of public space in proximity to the site.

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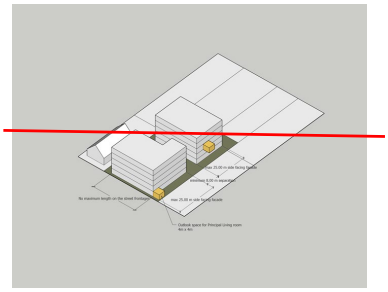
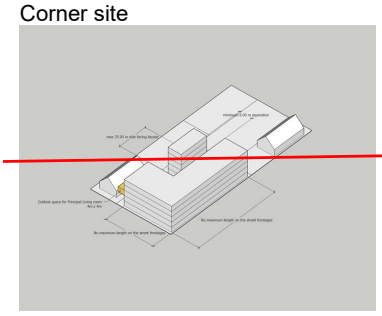
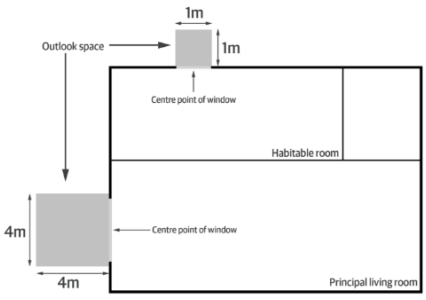
MUZ-S10	**Minimum Outlook space for multi-unit housing**	
	1. Every residential unit must be designed to achieve a minimum of 1m by 1m outlook space for all habitable rooms. 2. All principal living rooms must have an outlook space of a minimum dimension of 4m in depth and 4m in width as shown in the diagrams below: In-block site  Corner site  	Assessment criteria where the standard is infringed: 1. The extent to which: a. The design of the proposed unit provides a good standard of amenity; and b. Other on-site factors compensate for a reduction in outlook space.
MUZ-S11	**Lyall Bay Parade frontage control**	

1. New buildings built on a site adjoining the Open Space Zone and Recreation Zoned land fronting Lyall Parade must be built in alignment with the existing Lyall Parade street frontage; and 2. Any addition to, alteration or modification of a building or structure on a site adjoining the Open Space Zone and Recreation Zoned land fronting Lyall Bay Parade, where the works are confined to the area below verandah level must not create a featureless façade.	Assessment criteria where the standard is infringed: 1. The extent to which the effectiveness of any landscaping, screening or other site mitigation proposed creates visual interest of the streetscape and façade relief.

Subject to appeal
P1 Sch1
Legal effect

MUZ-S12	Boundary setback from a rail corridor

1. Boundary or structures must not be located within 1.5m setback from a rail corridor boundary.	Assessment criteria where the standard is infringed: 1. The extent to which the location and design of the building relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.

MUZ-PREC01 Standards

MUZ-PREC01-S1	Maximum height

A maximum height limit of 12m above ground level must be complied with. These standards do not apply to: a. Accessory buildings. b. Fences or standalone walls no greater than 1.8 metres in height where these are not for the purpose of screening an outdoor storage area. c. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; d. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m; and e. Lift overruns provided these do not exceed the height by more than 1m.	Assessment criteria where the standard is infringed: 1. Streetscape and visual amenity effects; 2. Dominance, privacy and shading effects on adjoining sites; and 3. The extent to which taller buildings would contribute to a substantial increase in residential accommodation.

MUZ-PREC01-S2	Building setback controls

1. Buildings must be located outside of the building setback (Western Escarpment) and building setback (Whitehead Road).	Assessment criteria where the standard is infringed: 1. The extent to which: a. Landscaping mitigates the placement of buildings

	within the setback; and b. There is a functional need or operational need for the buildings or structures to be located within the building setback (Western Escarpment) and building setback (Whitehead Road).

Unless identified as subject to appeal, all provisions in this chapter are operative as of 14 July 2025.

He Rohe Paetata Tāone

Metropolitan Centre Zone

MCZ	Metropolitan Centre Zone

Introduction

The purpose of the Metropolitan Centre Zone is to provide predominantly for a broad range of commercial, community, recreation and residential activities. The Metropolitan Centre Zone applies to the Johnsonville and Kilbirnie metropolitan centres.

The Metropolitan Centre Zone is a focal point for sub-regional urban catchments and provides significant support to the City Centre Zone by offering key services to the outer suburbs of Wellington City and the wider region. This is identified in the Wellington Regional Policy Statement. These centres contain a wide range of commercial, civic and government services, office, community, recreation, entertainment and residential activities and have well established access to public transport.

The Johnsonville and Kilbirnie metropolitan centres will play a critical role in accommodating forecast population growth and have significant development/redevelopment potential. To support and encourage intensification, the Metropolitan Centre Zone provides an opportunity for substantial building heights to be realised. Given the significant development potential in the Metropolitan Centre Zones, comprehensive development and the integrated and coordinated development of larger sites is required to act as a catalyst for positive change and demonstrate density done well.

High quality building design is a focus for these centres. The transition to more intensive use in metropolitan centres will result in significant changes to existing amenity values and design in the centres and their surrounds. Redevelopment will be supported by a range of measures to promote good design and environmental outcomes and address amenity issues. Accordingly, most building activities will require a resource consent and an assessment against the Centres and Mixed Use Design Guide.

There is an identified need for significant residential intensification within and around the Metropolitan Centres. Accordingly, residential activity is permitted above ground floor within the centres and the High Density Residential Zone has been applied within a walkable catchment of the edge of these centres. The risk from natural hazards has been addressed by applying the natural hazards overlay.

To support a mix of activities within the Zone, activities that have off-site effects, such as industrial activities and different retail formats, will need to be managed. There is however a desire for larger scale retail to locate in centres, where these are of an appropriate form and scale, rather than at out-of-centre locations, to support the vitality of centres.

Other relevant District Plan provisions

There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

	Objectives
MCZ-O1	**Purpose** The Metropolitan Centre Zone meets the sub-regional needs of communities, businesses and residents in a manner that supports the City's strategic direction for compact urban growth and its sub-regional role and function in the City's hierarchy of centres.
MCZ-O2	**Accommodating growth** The Metropolitan Centre Zone plays a significant role in accommodating growth and has sufficient serviced, resilient development capacity and additional infrastructure to meet commercial and residential growth needs.
MCZ-O3	**Amenity and design** Medium and high density mixed-use development is achieved that contributes to a good quality, well-functioning urban environment that reflects the changing urban form and amenity values of the Metropolitan Centres ~~Zone~~ and their surrounding residential areas.
MCZ-O4	**Activities** Activities will be of an appropriate scale and type to enhance the vibrancy of Metropolitan Centres, support walkable neighbourhoods and reflect their sub-regional purpose.
	Policies
MCZ-P1	**Accommodating growth** Provide for the use and development of the Metropolitan Centre Zone to meet the City's needs for housing, business activities and community facilities, including: 1. A variety of building types, sizes, tenures, affordability and distribution of a scale and intensity that supports the purpose of the zone; 2. A mix of medium and high-density housing; 3. Convenient access to active transport and public transport options; 4. Efficient, well integrated and strategic use of available development sites; and 5. Convenient access to a range of open spaces.
MCZ-P2	**Enabled activities** Enable a range of activities that contribute positively to the purpose of the zone and meet sub-regional needs including: 1. Commercial activities; 2. Residential activities; 3. Community facilities; 4. Educational facilities; 5. Arts, culture, and entertainment activities; 6. Marae activities; 7. Emergency service facilities; 8. Community corrections activities; 9. Visitor accommodation;

	10. Recreation activities; 11. Repair and maintenance service activities; 12. Industrial activities; ~~and~~ 1. Public transport activities~~.~~; and 13. Hospital activities and healthcare facilities.
MCZ-P3	**Managed activities** Manage the location and scale of commercial activities that could result in cumulative adverse effects on the vibrancy of centres, the retention and establishment of a mix of activities within the Metropolitan Centre Zone, and the function of the transport network.
MCZ-P4	**Potentially incompatible activities** Only allow activities that are potentially incompatible with the purpose of the Metropolitan Centre Zone, where they will not have an adverse effect on the vibrancy and amenity values of the centre. Potentially incompatible activities include: 1. Carparking visible at street edge along an active frontage or non-residential activity frontage; 2. Demolition of buildings that results in the creation of vacant land; 3. Ground floor residential activities on street edges identified as having an active frontage or non-residential activity frontage; and 4. Yard-based retail activities.
MCZ-P5	**Heavy industrial activities** Avoid heavy industrial activities from locating in the Metropolitan Centre Zone**.**
MCZ-P6	**Housing choice** Enable medium and high-density residential development that: 1. Contributes towards accommodating anticipated growth in the City; and 2. Contributes to a range of housing price, type, size and tenure that is accessible to people of all ages, lifestyles, cultures, impairments and abilities.
MCZ-P7	**Quality development outcomes** Require new development, and alterations and additions to existing development at a site scale, to positively contribute to the sense of place, quality and amenity of the Metropolitan Centre Zone by: 1. Fulfilling the intent of the Centres and Mixed Use Design Guide; 2. Recognising the benefits of well-designed, comprehensive, development, including the extent to which the development: a. Reflects the nature and scale of the development enabled within the zone and responds to the evolving, more intensive identity of the neighbourhood ~~centre~~; b. Optimises the development capacity of land, including sites that are large, narrow, vacant or ground level parking areas; c. Provides for the increased levels of residential accommodation enabled in this zone; d. Provides for a range of supporting business, open space and community facilities; and e. Is accessible for emergency service vehicles. 3. Ensuring that the development, where relevant: a. Responds to the site context, particularly where it is located adjacent to: i. A scheduled site or area of significance to Māori;

	ii. A heritage building, heritage structure or heritage area; iii. Residential zoned areas; and iv. Open space zoned areas; b. Provides a safe and comfortable pedestrian environment; c. Enhances the quality of the streetscape and public / private interface; d. Integrates with existing and planned active and public transport movement networks; ~~and~~ e. Allows sufficient flexibility for ground floor space to be converted for a range of activities, including residential; and f. Positively contributes to the sense of place and distinctive form of the Metropolitan Centre where the site or proposal will be prominent. 4. Recognising the benefits of well-designed accessible, resilient and sustainable development, including the extent to which the development: a. Enables universal accessibility within buildings, ease of access for people of all ages and mobility/disability; ~~and~~ b. Incorporates a level of building performance that leads to reduced carbon emissions and increased climate change and earthquake resilience; and c. Incorporates construction materials that increase the lifespan and resilience of the development and reduce ongoing maintenance costs.
MCZ-P8	**On-site residential amenity** Achieve a good standard of amenity for residential activities in the Metropolitan Centre Zone by: 1. Providing residents with access to adequate outlook; and 2. Ensuring convenient access to private and/or shared communal areas of outdoor space; 3. Fulfilling the intent of the Centres and Mixed Use Design Guide; and 4. Providing residents with adequate internal living space.
MCZ-P9	**Managing adverse effects** Recognise the evolving, higher density development context enabled in the Metropolitan Centre Zone, while managing any associated adverse effects including: 1. Shading, privacy, bulk and dominance effects on adjacent sites; and 2. The impact of construction on the transport network and pedestrian linkages.
MCZ-P10	**City development outcomes** Recognise the positive outcomes that developments over the height limits in the Metropolitan Centre Zone can make to a well-functioning urban environment, as compensation for adverse effects, through the provision of enduring outcomes that provide public benefit and positively contribute to the sense of place and distinctive form, quality and amenity of the Metropolitan Centre, including: 2. Positively contributing to public space provision and the amenity of the site and surrounding area, particularly in areas of deficit public space; 3. Positively contributing to public accessibility and connections; 4. Restoring and reusing heritage buildings and structures; 5. Recognising or responding to adjacent sites and area of heritage or sites and areas of significance to Māori; and 6. Incorporating assisted housing into the development; where this is provided, legal instruments are required to ensure that it remains assisted housing for at least 25 years.
MCZ-P11	**Retirement villages** Provide for retirement villages where it can be demonstrated that the development: 1. Fulfils the intent of the Residential Centres and Mixed Use Design Guide;

	2. Includes outdoor space that is sufficient to cater for the needs of the village; 3. Provides an adequate and appropriately located area on site for the management, storage and collection of all of the solid waste, recycling and organic waste potentially generated by the development; 4. Is able to be adequately serviced by three waters infrastructure or can address any constraints on the site; and 5. Is of an intensity, scale and design that is consistent with the amenity values anticipated in the Zone.
	Rules: Land use activities
MCZ-R1	**Commercial activities**
	1. Activity status: **Permitted** Where: a. The activity is not an Integrated Retail Activity (refer to Rule MCZ-R13).
MCZ-R2	**Community facilities**
	1. Activity status: **Permitted**
MCZ-R3	**Educational facilities**
	1. Activity status: **Permitted**
MCZ-R4	**Arts, culture, and entertainment activities**
	1. Activity status: **Permitted**
MCZ-R5	**Marae activities**
	1. Activity status: **Permitted**
MCZ-R6	**Emergency service facilities**
	1. Activity status: **Permitted**
MCZ-R7	**Community corrections activities**
	1. Activity status: **Permitted**
MCZ-R8	**Visitor accommodation**
	1. Activity status: **Permitted**
MCZ-R9	**Recreation activities**
	1. Activity status: **Permitted**
MCZ-R10	**Repair and maintenance activities**

Metropolitan Centre Zone **Proposed: 23/06/2025**

	1. Activity status: **Permitted**
MCZ-R11	**Public transport activities**
	1. Activity status: **Permitted**
MCZ-R11a	**Hospital activities and healthcare facilities**
	1. Activity status: **Permitted**
MCZ-R12	**Residential activities**
	1. Activity status: **Permitted** Where: a. The activity is located: i. Above ground floor level; ii. At ground floor level along any street edge not identified as an active frontage; iii. At ground floor level along any street edge not identified as a non-residential activity frontage; iv. At ground floor level along any street edge not identified as requiring verandah coverage.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of MCZ-R12.1.a is not ~~cannot be~~ achieved. Matters of discretion are: ~~1.~~ 1. The matters in MCZ-P4, MCZ-P6 and MCZ-P7; ~~2.~~ 2. The extent and effect of non-compliance with MCZ-S5 and MCZ-S6; ~~3. Whether residential activities exceed 50% of the street frontage at ground floor;~~ ~~4. The extent to which an acceptable level of passive surveillance is maintained between the interior of the building and the street or area of public space;~~ ~~5. The extent to which the building frontage is designed and located to create a strong visual alignment with adjoining buildings;~~ ~~6.~~ 3. The ~~effect on the visual quality of the streetscape and the~~ extent to which the residential activity contributes to or detracts from the surrounding public space.~~;~~ ~~7. The continuity of verandah coverage along the identified street, informal access route or public space; and~~ ~~8. The extent to which non-compliance with verandah coverage will adversely affect the comfort and convenience of pedestrians.~~ Notification status: An application for resource consent made in respect of rule MCZ-R12.2.a is precluded from being either publicly or limited notified.
MCZ-R13	**Integrated retail activity**
	1. Activity status: **Permitted**
MCZ-R14	**Industrial activities**
	1. Activity status: **Permitted**

	Where: a. The activity is not a heavy industrial activity.
	2. Activity Status: **Non-complying** Where: a. Compliance with the requirements of MCZ-R14.1 is not achieved. Notification status: An application for resource consent made in respect of rule MCZ-R14.2.a must be publicly notified.
MCZ-R15	**Carparking activities**
	1. Activity status: **Permitted** Where: a. The activity is located on a site without an active frontage or non-residential activity frontage; or b. On an active frontage or non-residential activity frontage, the activity involves: i. Provision of carparks are not visible at the street edge; ii. Provision of carparks are above ground floor level; or iii. Provision of carparks are below ground floor level; or iv. Provision of parking spaces are for people with disabilities; or v. Provision of ground floor level carparks that form part of a building specifically constructed and used for carparking purposes; or vi. Reconfiguration of an existing carpark area (including where that reconfiguration results in a change to the type and/or number of parking or loading spaces provided) within the existing site boundary, provided that the existing carpark area within the site is not expanded; or vii. Provision of carparks on a road.
	2. Activity status: **Discretionary** Where: a. Compliance with the requirements of MCZ-R15.1.a is not achieved.
MCZ-R16	**Yard-based retailing activities**
	1. Activity status: **Discretionary** Notification Status: An application for resource consent made in respect of rule MCZ-R16 must be publicly notified, except where: a. The activity relates to the maintenance, operation and upgrading of an existing activity.
MCZ-R17	**Retirement Villages**
	1. Activity status: **Discretionary**
MCZ-R18	**All other land use activities**

	1. Activity status: **Discretionary** Where: a. The activity is not otherwise provided for as a permitted activity, restricted discretionary activity, or a non-complying activity.
	Rules: Building and structures activities
MCZ-R19	**Maintenance and repair of buildings and structures**
	1. Activity status: **Permitted**
MCZ-R20	**Demolition or removal of buildings and structures**
	1. Activity status: **Permitted** Where: a. The demolition or removal of a building: i. Is required to avoid an imminent threat to life and/or property; or ii. Enables the creation of public space; or iii. Is required for the purposes of constructing a new building or structure, or adding to or altering an existing building or structure, that is a permitted activity under MCZ-R21 or DEV1-R1, or has an approved resource consent, or resource consent is being sought concurrently; or b. The building or structure for demolition or removal is not on a site that has an active frontage or non-residential activity frontage; or c. The demolition or removal involves a structure, excluding any building.
	2. Activity status: **Discretionary** Where: a. Compliance with any of the requirements of MCZ-R20.1 is not achieved The assessment of the activity must have regard to: 1. How the land will be utilised whilst it is vacant; and 2. Creating a positive visual relationship between the site and streetscape whilst the site is vacant. Notification status: An application for resource consent made in respect of rule MCZ-R20.2.a is precluded from being either publicly or limited notified.
MCZ-R21	**Construction of, or additions and alterations to, buildings and structures**
	1. Activity status: **Permitted** Where: a. The alterations or additions to a building or structure: i. Do not alter its external appearance; or ii. Involve the placement of solar panels on rooftops; or iii. Involve maintenance, repair or painting; or iv. Involve re-cladding with like for like materials and colours; or v. Relate to a building frontage that is: • Below verandah level, including entranceways and glazing; and • Compliant with MCZ-S5; or

vi. Are not visible from public spaces; and

b. The alterations or additions:
   i. Do not result in the creation of new residential units; and
   ii. Comply with standards MCZ-S1, MCZ-S2, MCZ-S3, MCZ-S4, MCZ-S5, MCZ-S6 and MCZ-S12; and

c. The construction of any building or structure:
   i. Is not located on a site with an active frontage or non-residential activity frontage; or
   ii. Is not visible from public space; and
   iii. Will have a gross floor area of less than 100m^2; and
   iv. Will result in a total coverage (together with other buildings) of no more than 20 percent of the site; and
   v. Will comply with standards MCZ-S1, MCZ-S2, MCZ-S3, MCZ-S4, MCZ-S5, MCZ-S6 and MCZ-S12; and
   vi. Does not involve the construction of a new building for residential activities.

2. Activity status: **Restricted Discretionary**

Where:

a. compliance with any of the requirements of MCZ-R21.1, excluding MCZ-S1 is not achieved.

Matters of discretion are:

1. The matters in MCZ-P6, MCZ-P7, MCZ-P8, MCZ-P9 and MCZ-P11;
2. The extent and effect of non-compliance with MCZ-S1, MCZ-S2, MCZ-S3, MCZ-S4, MCZ-S5, MCZ-S6, MCZ-S7, MCZ-S8, MCZ-S9, MCZ-S10, MCZ-S11 and MCZ-S12 (Boundary setback from rail corridor);
3. The extent and effect of any identifiable site constraints;
4. Construction impacts on the transport network; and
5. The availability and connection to existing or planned three waters infrastructure.

Notification status:

An application for resource consent made in respect of rule MCZ-R21.2.a that complies with all standards is precluded from being either publicly or limited notified.

An application for resource consent made in respect of rule MCZ-R21.2 which complies with MCZ-S3, MCZ-S7, MCZ-S8, MCZ-S9, MCZ-S10 and MCZ-S11 is precluded from being either publicly or limited notified.

An application for resource consent made in respect of rule MCZ-R21.2 which results from non-compliance with MCZ-S1, MCZ-S2, MCZ-S4, MCZ-S5, MCZ-S6 and MCZ-S12 is precluded from being publicly notified.

3. Activity status: **Discretionary**

Where:

a. Compliance with any of the requirements of MCZ-S1 is not achieved.

MCZ-R22	**Conversion of buildings, or parts of buildings, to residential activities**

1. Activity status: **Restricted Discretionary**

Matters of discretion are:

1. The matters in MCZ-P1, MCZ-P3, MCZ-S6, MCZ-P8 and MCZ-P11;
2. The extent of compliance with standards MCZ-S7, MCZ-S8 and MCZ-S9 and satisfaction of associated assessment criteria; and
3. The availability and connection to existing or planned three waters infrastructure.

Notification status: An application for resource consent made in respect of rule MCZ-R22.1 is precluded from being either publicly or limited notified.

MCZ-R23	Outdoor storage areas

1. Activity status: **Permitted**

   Where:

   a. The storage area is screened by either a fence or landscaping of 1.8m in height from any adjoining road or site; and
   b. Screening does not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with the requirements of MCZ-R23.1 is not achieved.

Matters of discretion are:

1. The matters in MCZ-P7;
2. The extent to which any lesser screening is necessary to provide for the functional needs or operational needs of the activities on the site, or for people's health and safety; and
3. The extent to which outdoor storage is visible to surrounding areas, including any associated effects on amenity values where visible from Residential or Open Space Zones.

Notification status: An application for resource consent made in respect of rule MCZ-R23.2.a is precluded from being either publicly or limited notified.

Standards

MCZ-S1	Maximum height

1. The following maximum height limits above ground level must be complied with:

Location	Limit
Height control area 1 Johnsonville (except as below)	35m
Height control 2 Johnsonville, 34 Johnsonville Road (block bordered by Moorefield Road, Johnsonville Road and Broderick Road), 91 Johnsonville Road, 105 Johnsonville Road, 3 Disraeli Street, and 5 Disraeli Street.	42m
Height control 3	35m

Assessment criteria where the standard is infringed:

1. Streetscape and visual amenity effects;
2. Dominance, privacy and shading effects on adjoining sites; and
3. The extent to which taller buildings would contribute to a substantial increase in residential accommodation.

	Kilbirnie (except as below)		
	Height control area 4 Kilbirnie, north of Rongotai Road	15m	
	2. Fences and standalone walls must not exceed a maximum height of 1.8 metres (measured above ground level). This standard does not apply to: a. Lot 2 DP 32689 (27 Johnsonville Road), where an 11m maximum height limit applies; b. Accessory buildings; c. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; d. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m; and e. Lift overruns provided these do not exceed the height by more than 4m.		
MCZ-S2	**Minimum building height**		
	1. A minimum height of 7m is required for: a. New buildings or structures; and b. Additions to the frontages of existing buildings. This standard does not apply to: 1. Accessory buildings~~, ancillary to the primary activity on the site.~~; and 2. Buildings with a total footprint of 60 m^2 or less. For the purposes of the standard: a. Compliance is achieved where at least 50% of the building(s) comprising the development meet the 7 m height; and b. Minimum building height is measured from the existing ground level to the roof of the building, but does not include: • Solar panel and heating components attached to a building; • Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. poles, parapets, finials, spires) where these are more than 1 metre in height; • Buildings and structures associated with lawfully established rooftop activities; and • Lift overruns or rooftop plant.	Assessment criteria where the standard is infringed; 1. The extent to which a reduced height: a. Is necessary to provide for functional needs or operational needs of a proposed activity; 2. Whether topographical or other site constraints make compliance with the standard impracticable or unnecessary; and 3. Whether, for any additions or alterations, the existing ground floor height meets the standard.	
MCZ-S3	**Minimum ground floor height**		

	1. The minimum ground floor height to the underside of a structural slab or equivalent shall be 4m. This standard does not apply to: 1. Accessory buildings; and 2. Buildings with a total footprint of 60 m^2 or less.	Assessment criteria where the standard is infringed: 1. The extent to which a reduced height: a. Will compromise or preclude future use or adaptation of the ground floor for non-residential activities; b. Is necessary to provide for functional needs or operational needs of a proposed activity; and 2. Whether topographical or other site constraints make compliance with the standard impracticable or unnecessary.

MCZ-S4 Height in relation to boundary

	1. No part of any building or structure may project beyond the relevant recession plane shown below: **Location** / **Recession plane** Boundary adjoining any site within the MRZ with a height limit of 11m identified on the District Plan Maps — 60° measured from a height of 4m vertically above ground level Boundary adjoining any site within the MRZ with a height limit of 14m identified on the District Plan Maps — 60° measured from a height of 5m vertically above ground level Boundary adjoining any site within the HRZ — 60° measured from a height of 8m vertically above ground level Boundary adjoining any site within an Open Space Zone — 60° measured from a height of 5m vertically above ground level	Assessment criteria where the standard is infringed: 1. Dominance, privacy, and shading effects on adjoining sites; 2. Whether an increase in height in relation to boundary results from a response to natural hazard mitigation; 3. Effects on public spaces; and 4. The extent to which an increase in height in relation to boundary would contribute to a substantial increase in residential accommodation.

MCZ-S5 Verandah control

	1. Verandahs must be provided on building elevations on identified street frontages. 2. Any verandah must: a. Extend the full width of the building elevation; b. Connect with any existing adjoining verandah; c. Have a minimum clearance of 2.5m directly above the footpath or formed ground surface; d. Not exceed a maximum height of 4m measured between the base of the	Assessment criteria where the standard is infringed: 1. The extent to which any non-compliance: a. Will adversely affect the comfort and convenience of pedestrians; b. Will result in further street trees being added to public space as part the development; and

	verandah fascia and the footpath or formed ground surface directly below; e. Be setback a minimum of 450mm from any point along the kerbing extending back to the site boundary; and f. Not exceed a maximum width of 3m from the front of the building. This standard does not apply to: a. Any scheduled building identified in SCHED1-Heritage buildings. However, if for any reason these buildings received Council approval (resource consent or other approval) to be demolished, then a verandah would be required for any replacement buildings on these sites; and b. Any building where compliance with the standard results in an encroachment into the dripline of an existing tree; c. Service stations.	2. The continuity of verandah coverage along the identified street, informal access route or public space.
MCZ-S6	**Active frontage and non-residential activity frontage controls**	
	1. Any new building or addition to an existing building facing an identified street with an active frontage must: a. Be built up to the street edge at ground floor level along at least 90% of the full width of the site that borders the street(s); b. Provide a minimum of 60% of continuous display windows or transparent glazing along the width of the ground floor building frontage; and c. Locate the principal public entrance on the front boundary; This standard does not apply to: a. Any vehicle and pedestrian access to a site situated on a street subject to an active frontage or non-residential activity control; b. Service stations. 2. Any ground level addition to, or alteration of, a building or structure facing a public space must not result in a featureless façade that: a. Is more than 3 metres wide; and b. Extends from a height of 1m above ground level to a maximum height of 2.5m; 3. Any roller shutter doors, security grilles, screens or similar structures fitted to the facade of any building must be at least 50% visually transparent; and 4. Any new building or addition to an existing building on a site with a non-residential activity frontage control must: a. Be built up to the street edge on all street boundaries and along the full width of the	Assessment criteria where the standard is infringed: 1. The extent to which: a. Any non-compliance is required for on-site functional needs or operational needs; b. The building frontage is designed and located to create a strong visual alignment with adjoining buildings or otherwise enhances the streetscape; and c. An acceptable level of passive surveillance is maintained between the interior of the building and the street.

	site bordering any street boundary; and b. Locate the principal public entrance on the front boundary.	

MCZ-S7 Minimum residential unit size

1. Residential units, including dual-key units must meet the following minimum sizes:

Residential unit type	Minimum net floor area
a. Studio unit	35m^2
b. 1 bedroom unit	40m^2
c. 2+ bedroom unit	55m^2

Assessment criteria where the standard is infringed:

1. The extent to which:
   a. The design of the proposed unit provides a good standard of amenity; and
   b. Other on-site factors compensate for a reduction in unit sizes.

MCZ-S8 Residential — outdoor living space

1. Each residential unit, including any dual key unit, must be provided with either a private outdoor living space or access to a communal outdoor living space;

2. Where private outdoor living space is provided it must be:
   a. For the exclusive use of residents;
   b. Directly accessible from a habitable room;
   c. A single contiguous space; and
   d. Of the minimum area and dimension specified in the table below; and

3. Where communal outdoor living space is provided it does not need to be in a single continuous space but it must be:
   a. Accessible from the residential units it serves;
   b. Of the minimum area and dimension specified in the table below; and
   c. Free of buildings, parking spaces, and servicing and manoeuvring areas.

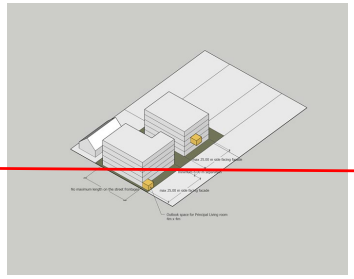
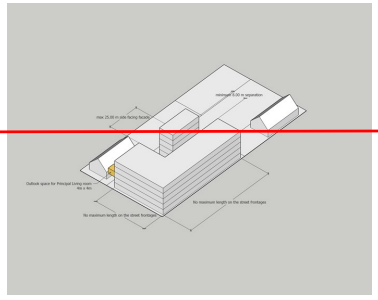
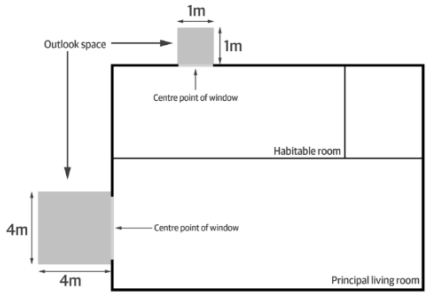
Living space type	Minimum area	Minimum dimension
a. Private		
i. Studio unit and 1- bedroom unit	5m^2	1.8m
ii. 2+ bedroom unit	8m^2	1.8m
b. Communal		
i. For every 4 - 15 units	64m^2	8m
ii. For each additional unit above 15 units	2m^2	-

Note: Communal outdoor living space is calculated on the basis of

Assessment criteria where the standard is infringed:

1. The extent to which:
   a. Any proposed outdoor living space provides a good standard of amenity relative to the number of occupants the space is designed for;
   b. Other on-site factors compensate for a reduction in the size or dimension of the outdoor living space;
2. Whether any alternative publicly available open space adjoins or is in close proximity to the site; and
3. The availability of public space in proximity to the site.

	the number of units without exclusive access to private outdoor living space.	

MCZ-S9	**Minimum outlook space for multi-unit housing**	
	1. Every residential unit must be designed to achieve a minimum of 1m by 1m outlook space for all habitable rooms. 2. All principal living rooms must have an outlook space of a minimum dimension of 4m in depth and 4m in width as shown in the diagrams below. In-block site  Corner site  	Assessment criteria where the standard is infringed: 1. The extent to which; a. The design of the proposed unit provides a good standard of amenity; and b. Other on-site factors compensate for a reduction in outlook space.

MCZ-S10	**Minimum building separation distance for residential activities**

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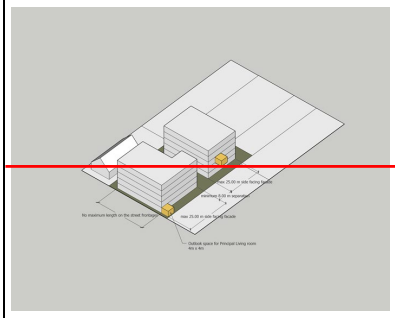
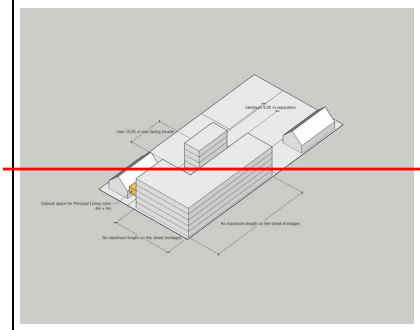
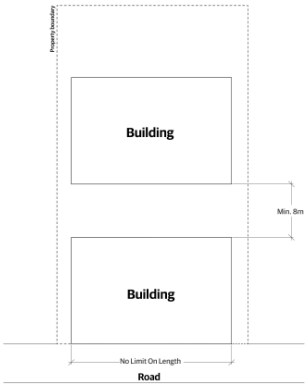
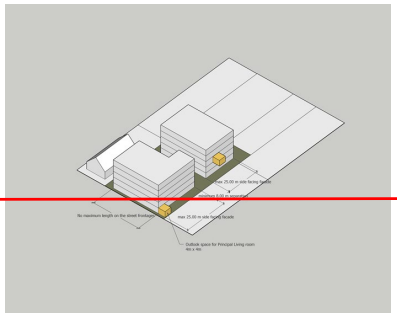
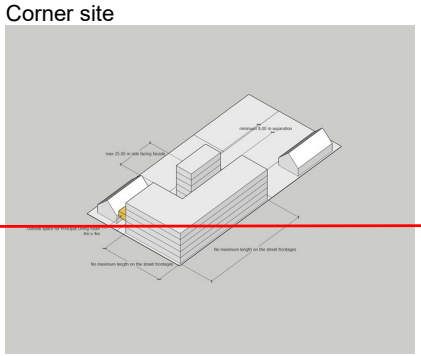
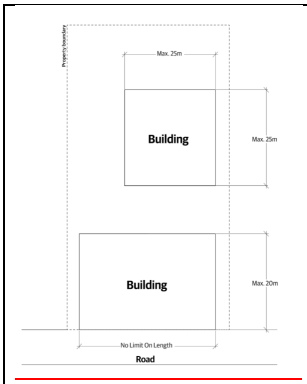
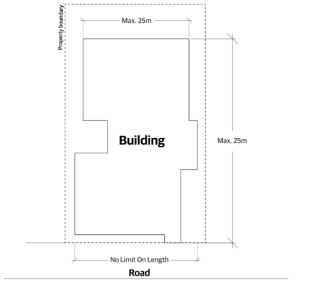
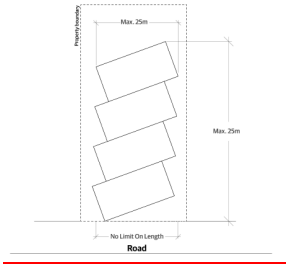
	Any new building or addition to an existing building used for residential activities must provide an 8m separation distance between buildings located on the same site, as shown in the diagrams below.  Corner site   	Assessment criteria where the standard is infringed: 1. The extent to which a reduced setback will increase dominance and shadowing related effects on residential units within the development site; and 2. Dominance, privacy and shading effects on adjoining sites.
MCZ-S11	**Maximum building length ~~depth~~ for residential activities**	

1. Any new building, part of a new building, or additions to an existing building, constructed for residential activities on any site ~~aside from a rear site~~, must not result in the continuous length of any external side façade, facing a neighbouring site, being greater than 25m, as shown in the diagrams below. In-block site  Corner site 	Assessment criteria where the standard is infringed: 1. The extent to which design mitigates the effect of a long featureless building elevation; and 2. Dominance, privacy and shading effects on adjoining sites.

		
Any external side elevation that is parallel to, or at an angle of 30° or less, to any boundary except a boundary adjoining a road	The total unbroken length of any external side elevation, measured corner to corner, including where the external side is modulated	The total unbroken length of any external side elevation, measured corner to corner, including where the external side is stepped

MCZ-S12	Boundary setback from rail corridor	
	1. Buildings or structures must not be located within 1.5m of the boundary of a designated rail corridor.	Assessment criteria where the standard is infringed: 1. The extent to which the location and design of the building relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.

Methods

MCZ-M1	Urban Design Panel

Subject to appeal

P1 Sch1 Have regard

Subject to obtaining relevant approvals and supporting funding, Council will seek to establish and facilitate an independent Urban Design Panel to inform the urban design assessments of relevant policies and matters of discretion that apply to significant resource consent applications as required.

All provisions in this chapter are operative as of 14 July 2025.

He Rohe Pokapū Tāone

City Centre Zone

CCZ	City Centre Zone

Introduction

The purpose of the City Centre Zone is to enable and reinforce the continued primacy of the Wellington central city area as the principal commercial and employment centre servicing the city and metropolitan region. The City Centre Zone is the commercial heart of Wellington and the wider region and New Zealand's Capital City. It is also a major employment hub for the region and contains a vibrant and diverse mix of inner city living, entertainment, educational, government, parliamentary, civic and commercial activity. Relative to other areas of the city it exhibits a heightened intensity and scale of development.

As well as a diversity of activity, the City Centre Zone contains a variety of environments ranging from high-rise office towers and residential apartments through to distinct heritage areas and buildings, and an array of public and open space, including the waterfront. These combine to give the City Centre Zone a distinctive identity and character.

This distinctiveness is further reinforced by the long established traditional, historical, cultural, and spiritual associations and more recent development interests that the mana whenua of Te Whanganui ā Tara (Wellington), Taranaki Whānui and Ngāti Toa Rangatira, have with many places and sites across the City Centre Zone. Some of the more significant of these include Pipitea Marae and Pā, Kumutoto Kāinga and stream, Te Aro Kainga, Waitangi and Whairepo Lagoons and statutory acknowledgement areas such as the Old Government Buildings and Turnbull House Historic Reserves.

Also centrally located within the City Centre Zone is Te Ngākau Civic Square — a distinct civic precinct that abuts Victoria Street, Wakefield Street, Harris Street and Jervois Quay and acts as a key connector to the city's waterfront. The precinct is entering a phase of transition, with some of its associated civic buildings and assets requiring either earthquake strengthening or redevelopment. In addition to seismic resilience challenges it also faces significant climate and water management related issues including flooding and inundation.

A long-term vision for the Te Ngākau Civic Square Precinct has been developed and approved by the Council, the focus of which is ensuring the precinct becomes a vibrant, safe and inclusive area that enables creative, cultural, civic and arts activities to flourish. The Council and its mana whenua partners will plan the precinct development to realise this vision. The City Centre Zone aligns with this vision by enabling a level of redevelopment to occur that accommodates the range of activities anticipated.

To maximise development capacity to accommodate projected growth, an increase in the scale and intensity of development is enabled across the zone, including through the removal of maximum building heights. This includes building height, density and urban form tailored to align with the outcomes sought by the National Policy Statement — Urban Development (NPS-UD) and to reflect the higher, denser nature of development within the City Centre Zone. To complement this the Zone also contains measures to ensure that buildings and spaces are designed to:

- be of accessible and of a good quality;
- positively contribute to public space and built form of the City Centre;
- offer a suitable level of amenity for users such as access to sunlight and open space;
- provide opportunities for active and passive recreational pursuits; and
- mitigate relevant adverse effects.

To ensure the continued vibrancy of the City Centre Zone a wide range of activities are permitted and encouraged throughout most parts of the Zone. This is supported by measures to manage activities and development that have the potential to adversely affect public and private amenity or to create reverse sensitivity effects, including along the boundary with adjoining residentially zoned areas or identified public space.

In locations where rapid transit investment has been signalled measures have been included to enable opportunities for more intensive, comprehensive development to occur, particularly in areas within a walkable catchment of planned rapid transit stops.

CCZ-PREC01	Te Ngākau Civic Square Precinct

The purpose of the Te Ngākau Civic Square Precinct is to provide for civic activities, functions, public use, and areas of open space and redevelopment of the precinct while ensuring that any future development respects the special qualities of the area, including the concentration of listed heritage buildings.

The Precinct is Wellington's unique civic place. It is located in the heart of the City Centre and is a destination in itself. It is also an anchor point and gateway that connects the city centre’s entertainment area, the waterfront and the Central Business District. Wellington’s major civic and entertainment venues are located within the precinct, including the Wellington Town Hall, City Gallery Wellington (Te Whare Toi), Wellington City Library (Te Matapihi), Michael Fowler Centre, and Capital E.

The long-term vision for the precinct is that Te Ngākau is the beating heart of our capital city: a thriving neighbourhood where creativity, culture, democracy, discovery and arts experiences collide on the edge of Te Whānganui-a-Tara.

In particular, the aims of the Te Ngākau Civic Square Precinct are to:

1. Ensure that it is a vibrant and welcoming space which supports a range of uses to locate alongside its core civic function;
2. Provide a distinctive, safe, inclusive, comfortable and green environment for all users;
3. Create a civic space that reflects Wellington’s unique culture, architecture, design, heritage and identity, including reflecting mana whenua values;
4. Ensure that future buildings and public environments are designed to a high quality; are resilient and sustainable; and complement and connect existing buildings and public spaces within the precinct as well as to the wider urban fabric of the City Centre;
5. Enable greater connectivity to surrounding streets and access between the city and waterfront, and to integrate with the wider transport network; and
6. Ensure that it is equipped to respond to significant seismic and climate change resilience challenges.

Te Ngākau Civic Square Precinct has long established historical and cultural associations for the mana whenua of Whanganui a Tara (Wellington), Taranaki Whānui and Ngati Toa Rangatira. Consequently, it is important that activities within the precinct recognise mana whenua as kaitiaki, alongside their relationship with the land. Active engagement with mana whenua will assist in ensuring the mouri of this area of significance to mana whenua is not diminished through any potential adverse effects created by activities and development within

the precinct.

The Land Use Activities Rules for the City Centre Zone apply to the Te Ngākau Civic Square Precinct, with the Building and Structure Activity Rules and Standards for the City Centre Zone also applicable in addition to any precinct specific rules and standards identified in the plan.

Where there is any conflict between City Centre Zone and precinct specific provisions, the precinct provisions prevail.

Other relevant District Plan provisions

There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives

City Centre Zone

CCZ-O1	**Purpose** The City Centre Zone continues to be the primary commercial and employment centre servicing Wellington and the wider region, supported by residential and a diverse mix of other compatible activities that reflect its role and function in the hierarchy of centres.
CCZ-O2	**Accommodating growth** The City Centre Zone plays a significant role in accommodating residential, business and supporting community service growth, and has sufficient serviced development capacity and additional infrastructure to meet its short, medium and long term residential and business growth needs, including: 1. A variety of building type, size, affordability and distribution, including forms of high-density housing; 2. Convenient access to active and public transport activity options; 3. Efficient, well integrated and strategic use of available development sites; and 4. Convenient access to a range of open space, including green space, and supporting commercial activity and community facility options.
CCZ-O3	**Urban form and scale** The scale and form of development in the City Centre Zone reflects its purpose as Wellington's primary commercial and employment centre, with the highest and most intensive form of development concentrated in the zone relative to other parts of the city.
CCZ-O4	**Ahi Kā** Taranaki Whānui and Ngāti Toa Rangatira are acknowledged as the mana whenua of Te Whanganui ā Tara (Wellington) and their cultural associations, and landowner and development interests are recognised in planning and developing the City Centre Zone.

CCZ-O5	**Amenity and design** Development in the City Centre Zone positively contributes to creating a high quality, well-functioning urban environment, including: 1. Reinforcing the City Centre Zone's distinctive sense of place; 2. Providing a quality and level of public and private amenity in the City Centre Zone that evolves and positively responds to anticipated growth and the diverse and changing needs of residents, businesses and visitors; 3. Maintaining and enhancing the amenity and safety of public space; 4. Contributing to the general amenity of neighbouring residential areas while achieving the planned urban form of the City Centre Zone; 5. Producing a resilient urban environment that effectively adapts and responds to natural hazard risks and the effects of climate change; 6. Protecting current areas of open space, including green space, and providing greater choice of space for residents, workers and visitors to enjoy, recreate and shelter from the weather; and 7. Acknowledging and sensitively responding to adjoining heritage buildings, heritage areas and areas and sites of significance to Māori.
CCZ-O6	**Development near rapid transit** Activities and development near existing and planned rapid transit stops: 1. Are located to enable convenient access by local residents, workers and visitors, particularly around transport hubs; 2. Are of sufficient residential scale and intensity to support a frequent and rapid transit network and associated mixed use development; and 3. Provide vibrant, attractive and easily accessible public space.
CCZ-O7	**Managing adverse effects** Adverse effects of activities and development in the City Centre Zone are managed effectively both: 1. Within the City Centre Zone; and 2. At interfaces with: a. Heritage buildings, heritage structures and heritage areas; b. Scheduled sites and areas of significance to Māori; c. Identified public spaces; d. Residential Zoned areas; e. Open Space and Recreation Zoned areas; and f. The Waterfront Zone.
	Te Ngākau Civic Square Precinct
CCZ-PREC01-O1	**Purpose** Te Ngākau Civic Square Precinct is a vibrant, safe, resilient, connected and inclusive environment supported by a range of activities that complement its primary civic function.
CCZ-PREC01-O2	**Built form** The scale, form and positioning of development within the Te Ngākau Civic Square Precinct: 1. Respects and reinforces the distinctive form and scale of existing associated historic

	heritage buildings, architecture and public space; 2. Integrates mana whenua values into the design; 3. Frames the square; 4. Ensures a high degree of sunlight access is achieved within public spaces in the precinct; 5. Provides multiple connections which enable people to conveniently move between the city centre and the waterfront; 6. Is sustainable and resilient; and 7. Provides for green spaces, where possible.
CCZ-PREC01-O3	**Integration with the City Centre, Waterfront and wider transport network** Safe and accessible pedestrian linkages through the Te Ngākau Civic Square Precinct, and to and from other parts of the city centre and waterfront, are maintained and enhanced.
	Policies
	City Centre Zone
CCZ-P1	**Enabled activities** Enable a range and diversity of activities that support the purpose of the City Centre Zone and enhances its vibrancy and amenity, including: 1. Commercial activities; 2. Residential activities, located; a. Above ground level; or b. At ground level along any street not subject to active frontage and/or verandah coverage requirements. 3. Community facilities; 4. Educational facilities; 5. Arts, culture and entertainment activities; 6. Emergency service facilities; 7. Marae activities; 8. Community corrections activities; 9. Public transport activities; 10. Visitor accommodation; 11. Repair and maintenance service activities; 12. Recreation activities; 13. Parliamentary activities; 14. Government activities; ~~and~~ 15. Civic activities~~.~~; and 16. Hospital activities and healthcare facilities.
CCZ-P2	**Potentially incompatible activities** Only allow activities that are potentially incompatible with the purpose of the City Centre Zone, where they will not have an adverse effect on its vitality, vibrancy, amenity, resilience and accessibility. Potentially incompatible activities include: 1. Industrial activities; 2. Yard-based retail activities; 3. Carparking at ground level; 4. Demolition of buildings that result in the creation of vacant land; and 5. Ground floor residential activities on street~~s~~ edges identified as requiring either an active frontage or verandah.

CCZ-P3	**Heavy industrial activities** Avoid heavy industrial activities from locating in the City Centre Zone.
CCZ-P4	**Housing choice** Enable high density, good quality residential development that: 1. Contributes towards accommodating anticipated growth in the city; and 2. Contributes to a range of housing price, type, size and tenure that is accessible to people of all ages, lifestyles, cultures, impairments and abilities.
CCZ-P5	**Urban form and scale** Recognise the benefits of intensification by: 1. Enabling greater overall height and scale of development to occur in the City Centre Zone relative to other centres; and 2. Requiring the available development capacity of land within the zone to be efficiently optimised.
CCZ-P6	**Adaptive use** Encourage new development and redevelopment in the City Centre Zone that is sustainable, resilient and adaptable to change in use over time, including enabling: 1. Sufficient flexibility for ground floor space to be used and converted for a range of activities; and 2. Residential activities at ground floor level along streets that are not subject to active frontage and/or verandah coverage requirements.
CCZ-P7	**Ahi Kā** Recognise and enable Taranaki Whānui and Ngāti Toa Rangatira cultural associations and landowner and development interests in the City Centre Zone by: 1. Providing for the development of papakāinga, kaumātua housing and affordable Māori housing on their landholdings; 2. Managing new development adjoining scheduled sites of significance to Māori; and 3. Collaborating on the design and incorporation of traditional cultural elements into public space within the zone.
CCZ-P8	**Sense of place** Provide for good quality new development and supporting public space that reinforces the City Centre's identity and unique sense of place at a city scale, including its: 1. Surrounding topography and harbour setting; 2. Rich Māori and tauiwi/non-Māori history; 3. Compact, walkable city structure; 4. Diversified and vibrant mix of activities; 5. Visually prominent buildings and variety of architectural styles; and 6. Diversity of accessible, well designed civic and public space.

CCZ-P9	**Quality development outcomes** Require new development, and alterations and additions to existing development, at a site scale to positively contribute to the sense of place and distinctive form, quality and amenity of the City Centre Zone by: 1. Fulfilling the intent of the Centres and Mixed Use Design Guide; 2. Recognising the benefits of well-designed, comprehensive development, including the extent to which the development: a. Reflects the nature and scale of the development enabled within the zone and responds to the evolving, more intensive identity of the neighbourhood; b. Optimises the development capacity of the land, including sites that are large, narrow, vacant or ground level parking areas; c. Provides for the increased levels of residential accommodation anticipated; d. Provides for a range of supporting business, open space and community facilities; and e. Is accessible for emergency service vehicles; 3. Ensuring that development, where relevant: a. Responds to the site context, particularly where it is located adjacent to: i. A scheduled site or area of significance to Māori; ii. A heritage building, heritage structure or heritage area; iii. An identified character precinct; iv. A ~~listed~~ public space identified at Appendix 9; v. Residential zones; vi. Open space zones; and vii. The Waterfront Zone; b. Responds to the pedestrian scale of narrower streets; c. Responds to any identified significant natural hazard risks and climate change effects, including the strengthening and adaptive reuse of existing buildings; d. Provides a safe and comfortable pedestrian environment; e. Enhances the quality of the streetscape and the private/public interface; f. Integrates with existing and planned active and public transport activity movement networks, including planned rapid transit stops; g. Allows sufficient flexibility for ground floor space to be converted to a range of activities, including residential ~~along streets that are not subject to active frontage and/or verandah coverage requirements~~; and h. Positively contributes to the sense of place and distinctive form of the City Centre where the site or proposal will be prominent;~~.~~ 4. Recognising the benefits of well-designed accessible, resilient and sustainable development, including the extent to which the development: a. Enables universal accessibility within buildings, ease of access for people of all ages and mobility/disability; ~~and~~ b. Incorporates a level of building performance that leads to reduced carbon emissions and increased climate change and earthquake resilience; and c. Incorporates construction materials that increase the lifespan and resilience of the development and reduce ongoing maintenance costs.
CCZ-P10	**On-site residential amenity** Achieve a high standard of amenity for residential activities that reflects and responds to the evolving, higher density scale of development anticipated in the City Centre Zone, including: 1. Providing residents with access to an adequate outlook; 2. Ensuring convenient access to private and/or communal areas of outdoor space; 3. Fulfilling the intent of the Centres and Mixed Use Design Guide; and 4. Providing residents with adequate internal living space.

CCZ-P11	**City development outcomes** Recognise the positive outcomes that developments either over the height thresholds or under minimum building heights in the City Centre Zone can make to a well-functioning urban environment, as compensation for adverse effects, through the provision of enduring outcomes that provide public benefit and positively contribute to the sense of place and distinctive form, quality and amenity of the City Centre, including: 1. Positively contributing to public space provision and the amenity of the site and surrounding area, particularly in areas of deficit public space; 2. Positively contributing to public accessibility and connections; 3. Restoring and reusing heritage buildings and structures; 4. Recognising or responding to adjacent sites and area of heritage or sites and areas of significance to Māori; and 5. Incorporating assisted housing into the development; where this is provided, legal instruments are required to ensure that it remains assisted housing for at least 25 years.
CCZ-P12	**Managing adverse effects** Recognise the evolving, higher density development context enabled in the City Centre Zone, while managing any associated adverse effects including: 1. The impacts of building dominance and the height and scale relationship; 2. Building mass effects, including the amount of light and outlook around buildings; and 3. The impacts on sunlight access to identified public space; and 4. The impacts of related construction activity on the transport network and pedestrian linkages.
CCZ-P13	**Retirement villages** Provide for retirement villages where it can be demonstrated that the development: 1. Fulfils the intent of the Centres and Mixed Use Design Guide; 2. Includes outdoor space that is sufficient to cater for the needs of village residents; 3. Provides an adequate and appropriately located area on site for the management, storage and collection of all of the solid waste, recycling and organic waste potentially generated by the development; 4. Is able to be adequately serviced by three waters infrastructure or can address any constraints on the site; and 5. Is of an intensity, scale and design that is consistent with the amenity values anticipated in the Zone.
	Te Ngākau Civic Square Precinct
CCZ-PREC01-P1	**Activities** Enable a range of activities and temporary events that support the civic purpose and ongoing vibrancy and amenity of Te Ngākau Civic Square Precinct, including: 1. Civic functions; 2. Arts, culture and entertainment activities; 3. Recreation activities; 4. Community facilities; 5. Commercial activities; and 6. Residential activities above ground level to encourage activation of the precinct both day and night.

CCZ-PREC01-P2	**Use and development of the Te Ngākau Civic Square Precinct** Provide for the staged redevelopment of the Te Ngākau Civic Square Precinct, and its connections with the transport network, wider City Centre Zone and Waterfront Zone, including: 1. Enhancing the public function, pedestrian network and public spaces within the precinct; 2. Maintaining its special character by managing the form, scale and intensity of development; 3. Ensuring land use activities and development are planned and designed in a co-ordinated, site-responsive, comprehensive and integrated manner; and 4. Enabling new development and a range of activities that are integrated and compatible with existing buildings and land uses in the precinct.
CCZ-PREC01-P3	**Access, connections and open space** Require that the use and development of the Te Ngākau Civic Square Precinct: 1. Provides attractive, safe, efficient, and convenient connections to existing and planned transport networks; 2. Promotes existing and planned pedestrian access and connections between the precinct, the waterfront and the city centre; and 3. Provides well-designed, safe and accessible public and green open space, within the precinct.
CCZ-PREC01-P4	**Amenity and design** Require development within the Te Ngākau Civic Square Precinct to contribute positively to its visual quality, amenity, interest and public safety by: 1. Fulfilling the intent of the Centres and Mixed Use Design Guide; 2. Requiring buildings and public spaces to incorporate high-quality visual and architectural design based on factors such as the bulk, form, scale, portion, location and detailing of the building/structure or building additions/alterations; 3. Ensuring building design respects the form, scale and style of heritage buildings and wider architectural elements within the precinct, including interface treatment with the Town Hall; 4. Responding to any identified significant natural hazard risks and climate change effects, including the strengthening and adaptive reuse of existing buildings and requiring new buildings to be resiliently designed; 5. Recognising mana whenua cultural values in the design of public spaces; 6. Ensuring new development will result in overall improvements to the function, access and safety of the precinct, including enabling universal access and opportunities for formal and informal surveillance; 7. Providing an active edge along a portion of each building that addresses both the internal precinct area and externally towards adjoining streets; 8. Providing a comfortable micro-climate for precinct users; 9. Positioning new development and managing building height and form to ensure a high degree of sunlight access is achieved within the square; 10. Retaining and enhancing strong visual and physical connections between the square, the waterfront, the city centre and streets surrounding the precinct; and 11. Incorporating public amenities, public artwork and means to assist wayfinding, including provision of interpretation and references to the area's cultural and historic heritage associations.
	Rules: Land use activities in the City Centre Zone
CCZ-R1	**Commercial activities**
	1. Activity status: **Permitted**

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CCZ-R2	**Community facilities**
	1. Activity status: **Permitted**
CCZ-R3	**Educational facilities**
	1. Activity status: **Permitted**
CCZ-R4	**Recreation activities**
	1. Activity status: **Permitted**
CCZ-R5	**Arts, culture, and entertainment activities**
	1. Activity status: **Permitted**
CCZ-R6	**Emergency service facilities**
	1. Activity status: **Permitted**
CCZ-R7	**Marae activities**
	1. Activity status: **Permitted**
CCZ-R8	**Community corrections activities**
	1. Activity status: **Permitted**
CCZ-R9	**Public transport activities**
	1. Activity status: **Permitted**
CCZ-R10	**Visitor accommodation activities**
	1. Activity status: **Permitted**
CCZ-R11	**Repair and maintenance service activities**
	1. Activity status: **Permitted**
CCZ-R12	**Parliamentary activities**
	1. Activity status: **Permitted**
CCZ-R13	**Government activities**
	1. Activity status: **Permitted**
CCZ-R14	**Civic activities**
	1. Activity status: **Permitted**
CCZ-R14a	**Hospital activities and healthcare facilities**

	1. Activity status: **Permitted**
CCZ-R15	**Retirement Villages**
	1. Activity status: **Permitted**
CCZ-R16	**Residential activities**
	1. Activity status: **Permitted** Where: a. The activity is located: i. Above ground floor level; or ii. At ground floor level along any street edge not identified as an active frontage; or iii. At ground floor level along any street edge not identified as requiring verandah coverage.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of CCZ-R16.1.a is not achieved. Matters of discretion are: ~~1.~~ 1. The matters in CCZ-P2, CCZ-P4 and CCZ-P9; ~~2.~~ 2. The extent and effect of non-compliance with CCZ-S7 and CCZ-S8; ~~3. Whether residential activities exceed 50% of the street frontage at ground floor;~~ ~~4. The extent to which an acceptable level of passive surveillance is maintained between the interior of the building and the street or area of public space;~~ ~~5. The extent to which the building frontage is designed and located to create a strong visual alignment with adjoining buildings;~~ ~~6.~~ 3. The ~~effect on the visual quality of the streetscape and the~~ extent to which the residential activity contributes to or detracts from the surrounding public space.~~;~~ ~~7. The continuity of verandah coverage along the identified street, informal access route or public space; and~~ ~~8. The extent to which non-compliance with verandah coverage will adversely affect the comfort and convenience of pedestrians.~~ Notification status: An application for resource consent made in respect of rule CCZ-R16.2.a is precluded from being either publicly or limited notified.
CCZ-R17	**Industrial activities, excluding repair and maintenance service activities**
	1. Activity status: **Restricted Discretionary** Where: a. The activity is not a Heavy Industrial Activity. Matters of discretion are: 1. The compatibility with, and nature and form of, neighbouring activities; 2. The effect on the visual quality of the streetscape and the extent to which the activity contributes to or detracts from the surrounding public space; and 3. Effects on the amenity of the area, particularly in relation to noise, traffic generation, dust, odour and light spill.

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Notification status: An application for resource consent made in respect of rule CCZ-R17.1.a is precluded from being publicly notified.

2. Activity status: **Non-complying**

Where:

a. Compliance with the requirements of CCZ-R17.1.a is not achieved

Notification status: An application for resource consent made in respect of rule CCZ-R17.2.a must be publicly notified.

CCZ-R18	**Carparking activities**

1. Activity status: **Permitted**

Where:

a. The activity involves:
   i. Provision of carparks above ground floor level; or
   ii. Provision of carparks below ground floor level; or
   iii. Provision of parking spaces for people with disabilities; or
   iv. Provision of ground floor level carparks that form part of a building specifically constructed and used for carparking purposes and that complies with CCZ-S8; or
   v. Provision of ground floor level carparks that form part of a building, are located to the rear of the site (excluding a site with dual frontage), comply with CCZ-S8 and are not visible from the street; or
   vi. Reconfiguration of an existing carpark area (including where that reconfiguration results in a change to the type and/or number of parking or loading spaces provided) within the existing site boundary, provided that the existing carpark area within the site is not expanded; or
   vii. Provision of carparks on a site with dual frontage (including corner sites) and is:
   - Compliant with CCZ-R18.1.a to CCZ-R18.1.e above; and
   - Not visible at the street edge; or

   viii. Provision of carparks on a road.

2. Activity status: **Discretionary**

Where:

a. Compliance with the requirements of CCZ-R18.1.a is not achieved.

CCZ-R19	**Yard-based retailing activities**

1. Activity status: **Discretionary**

Notification status: An application for resource consent made in respect of rule CCZ-R19 must be publicly notified, except where:

a. The activity relates to the maintenance, operation and upgrading of an existing activity.

CCZ-R20	**All other land use activities**

1. Activity status: **Discretionary**

	Where: a. The activity is not otherwise provided for as a permitted activity, restricted discretionary activity, or a non-complying activity.
	Rules: Land use activities in the Te Ngākau Civic Square Precinct
CCZ-PREC01-R1	**Civic activities**
	1. Activity status: **Permitted**
CCZ-PREC01-R2	**Arts, culture, and entertainment activities**
	1. Activity status: **Permitted**
CCZ-PREC01-R3	**Community activities**
	1. Activity status: **Permitted**
CCZ-PREC01-R4	**Commercial facilities**
	1. Activity status: **Permitted**
CCZ-PREC01-R5	**Recreation activities**
	1. Activity status: **Permitted**
CCZ-PREC01-R6	**Residential activities**
	1. Activity status: **Permitted** Where: a. The activity is located above ground floor level.
CCZ-PREC01-R7	**Educational facilities**
	1. Activity status: **Permitted**
CCZ-PREC01-R8	**Government activities**
	1. Activity status: **Permitted**
CCZ-PREC01-R9	**All other land use activities**

	1. Activity status: **Discretionary** Where: a. The activity is not otherwise provided for as a permitted activity, restricted discretionary activity, or a non-complying activity.
	Rules: Building and structure activities in the City Centre Zone
CCZ-R21	**Maintenance and repair of buildings and structures**
	1. Activity status: **Permitted**
CCZ-R22	**Demolition or removal of buildings and structures**
	1. Activity status: **Permitted** Where: a. The demolition or removal of a building: i. Is required to avoid an imminent threat to life and/or property; or ii. Enables the creation of public space or private outdoor living space associated with the use of a building; or iii. Is required for the purposes of constructing a new building or adding to or altering an existing building that is a permitted activity under CCZ-R23 or CCZ-R24, or has an approved resource consent or resource consent is being sought concurrently; or b. The demolition or removal involves a structure, excluding any building.
	2. Activity status: **Non-complying** Where: a. Compliance with any of the requirements of CCZ-R22.1 is not achieved. Notification status: An application for resource consent made in respect of rule CCZ-R22.2.a is precluded from being either publicly or limited notified.
CCZ-R23	**Alterations and additions to buildings and structures**
	1. Activity status: **Permitted** Where: a. The alterations or additions to a building or structure: i. Do not alter its external appearance; or ii. Involve the placement of solar panels on rooftops; or iii. Involve maintenance, repair or painting; or iv. Involve re-cladding with like for like materials and colours; or v. Relate to a building frontage that is: • below verandah level, including entranceways and glazing; and • compliant with CCZ-S8; or vi. Are not visible from a public space; and b. The alterations or additions: i. Do not result in the creation of new residential units; and ii. Comply with standards CCZ-S1, CCZ-S2, CCZ-S3, ~~CCZ-S4,~~ CCZ-S5, CCZ-S6, CCZ-S7, CCZ-S15 and CCZ-S16.

2. Activity status: **Restricted Discretionary**

   Where:
   a. Compliance with the requirements of CCZ-R23.1 is not achieved.

Matters of discretion are:

1. The matters in CCZ-P4, CCZ-P5, CCZ-P6, CCZ-P7, CCZ-P8 CCZ-P9, CCZ-P10, CCZ-P12 and CCZ-P13;
2. The extent and effect of non-compliance with CCZ-S1, CCZ-S2, CCZ-S3, CCZ-S5, CCZ-S6, CCZ-S7, CCZ-S8, CCZ-S9, CCZ-S10, CCZ-S11, CCZ-S12, CCZ-S13, CCZ-S15 and CCZ-S16;
3. Construction impacts on the transport network; and
4. Where CCZ-S1 ~~or CCZ-S4~~ cannot be complied with, the matters in CCZ-P11.

Notification status:

An application for resource consent made in respect of rule CCZ-R23.2.a that complies with all of the identified standards in CCZ-R23.2.a.2 is precluded from being either publicly or limited notified.

An application for resource consent made in respect of rule CCZ-R23.2.a which results in non-compliance with CCZ-S5, CCZ-S9, CCZ-S10 is precluded from being either publicly or limited notified.

An application for resource consent made in respect of rule CCZ-R23.2.a which results in non-compliance with CCZ-S2, CCZ-S3, ~~CCZ-S4,~~ CCZ-S6, CCZ-S7, CCZ-S8, CCZ-S11, CCZ-S12, CCZ-S13, CCZ-S15 and CCZ-S16 is precluded from being publicly notified.

CCZ-R24	**Construction of buildings and structures**

1. Activity status: **Permitted**

   Where:

   a. It involves the construction of any new building or structure that:
      i. Will have a gross floor area of 100m^2 or less; and
      ii. Will result in a building coverage of no more than 20 percent; and
   b. Compliance with CCZ-S1, CCZ-S2, CCZ-S3, CCZ-S4, CCZ-S5, CCZ-S6, CCZ-S7, CCZ-S8, CCZ-S9, CCZ-S10, CCZ-S11, CCZ-S12, CCZ-S13, CCZ-S14, CCZ-S15 and CCZ-S16 is achieved.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with any of the requirements of CCZ-R24.1, excluding CCZ-S4, is not achieved.

Matters of discretion are:

1. The matters in CCZ-P4, CCZ-P5, CCZ-P6, CCZ-P7, CCZ-P8, CCZ-P9, CCZ-P10, CCZ-P12 and CCZ-P13;
2. The extent and effect of non-compliance with CCZ-S1, CCZ-S2, CCZ-S3, CCZ-S5, CCZ-S6, CCZ-S7, CCZ-S8, CCZ-S9, CCZ-S10, CCZ-S11, CCZ-S12, CCZ-S13,CCZ-S14, CCZ-S15 and CCZ-S16;
3. Where CCZ-S1 or CCZ-S4 cannot be complied with, the matters in CCZ-P11;
4. The extent and effect of any identifiable site constraints;
5. The impacts of related construction activities on the transport network; and

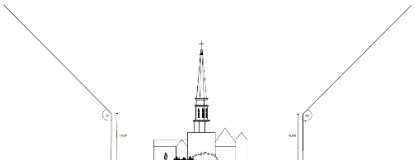
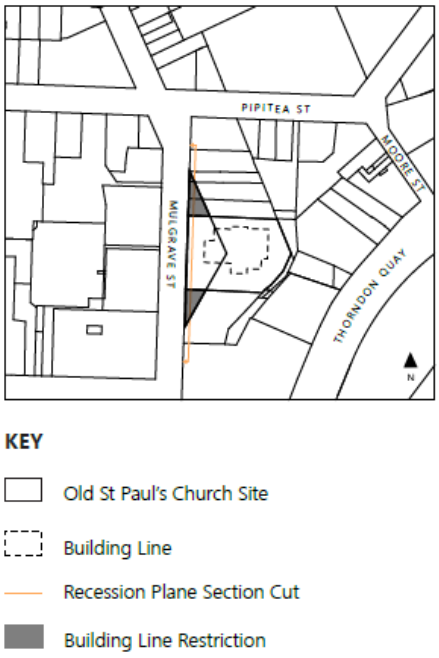
	6. The availability and connection to existing or planned three waters infrastructure. Notification status: An application for resource consent made in respect of rule CCZ-R24.2.a which complies with all of the identified standards in CCZ-R24.2.2 is precluded from being either publicly or limited notified. An application for resource consent made in respect of rule CCZ-R24.2.a which results in non-compliance with CCZ-S5, CCZ-S9 and CCZ-S10 is precluded from being either publicly or limited notified. An application for resource consent made in respect of rule CCZ-R24.2.a which results from non-compliance with CCZ-S2, CCZ-S3, CCZ-S6, CCZ-S7, CCZ-S8, CCZ-S11, CCZ-S12, CCZ-S13, CCZ-S15 and CCZ-S16 is precluded from being publicly notified.
	3. Activity status: **Discretionary** Where: a. Compliance with the requirements of CCZ-S4 is not achieved. Notification status: An application for resource consent made in respect of rule CCZ-R24.3 is precluded from being either publicly or limited notified.
CCZ-R25	**Conversion of buildings, or parts of buildings, for residential activities**
	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in CCZ-P1, CCZ-P4, CCZ-P10 and CCZ-P13; 2. The extent of compliance with standards CCZ-S9, CCZ-S10 and CCZ-S13 and satisfaction of associated assessment criteria; and 3. The availability and connection to existing or planned three waters infrastructure. Notification status: An application for resource consent made in respect of rule CCZ-R25.1 is precluded from being either publicly or limited notified.
CCZ-R26	**Outdoor storage areas**
	1. Activity status: **Permitted** Where: a. The storage area is screened by either a fence or landscaping of 1.8m in height from any adjoining road or site. b. Screening does not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities.
	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of CCZ-R26.1 is not achieved

	Matters of discretion are: 1. The matters in CCZ-P7 and CCZ-P10; 2. The extent to which any lesser screening is necessary to provide for functional or operational requirements of the activities on the site, or for people's health and safety; and 3. The extent to which outdoor storage is visible to surrounding areas, including any associated effects on amenity values where visible from residential or open space areas. Notification status: An application for resource consent made in respect of rule CCZ-R26.2.a is precluded from being publicly and limited notified.
	Rules: Building and structures activities in the Te Ngākau Civic Square Precinct (CCZ-PREC01)
CCZ-PREC01-R10	**Construction of buildings and structures, additions and alterations to buildings and structures**
	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in CCZ-PREC01-P2, CCZ-PREC01-P3 and CCZ-PREC01-P4; 2. The extent and effect of non-compliance with CCZ-S1, CCZ-S3, CCZ-S5, CCZ-S6, CCZ-S7, CCZ-S8, CCZ-S9, CCZ-S10, CCZ-S11, CCZ-S12 and CCZ-S13; 3. Where CCZ-PREC01-S1 cannot be complied with, the matters in CCZ-P11; 4. The outcomes of any consultation undertaken with mana whenua; 5. The extent and effect of any identifiable site constraints; 6. The extent to which the proposed building or addition/alteration respects the form, scale and style of historic heritage buildings located within the precinct; 7. The extent to which the new building or addition/alteration to a building has an adverse impact on the micro-climate of surrounding public space, including any impacts on sunlight access and wind protection; and 8. The design, scale and configuration of the proposed building/structure or building additions/ alterations, including: a. The scale of development anticipated within the precinct and in the vicinity of the site; b. Their visual and architectural quality based on such factors as form, scale, design, portion and detailing of the building/structure or building additions/alterations; and c. The safe movement of people to, from and within the site, precinct and surrounding transport and street network. Notification status: An application for resource consent made in respect of rule CCZ-PREC01-R10.1 for any additions and alterations to a building or structure, is precluded from being either publicly or limited notified.
	Standards
	City Centre Zone
CCZ-S1	**Height Threshold**
	1. The following maximum height thresholds (measured above ground level unless otherwise specified) apply to any new building or addition to an existing building:
	Assessment criteria where the standard is infringed: 1. Streetscape and visual amenity

Location	Height threshold
a. Height Control Area 1 — Thorndon Quay	35.4m
b. Height Control Area 2 — Waterloo Quay section	50m
c. Height Control Area 3 — Bulk of Thorndon	27m
d. Height Control Area 4 — Mid and Upper Molesworth Street	43.8m
e. Height Control Area 5 - CBD East	48.5m-93m
f. Height Control Area 6 - CBD West	75m-95m (MSL) Mean Sea Level as defined by the New Zealand Vertical Datum 2016 (NZVD2016)
g. Height Control Area 7— Eastern edge of CBD	43.8m
h. Height Control Area 8 —Te Aro	42.5m
i. Height Control Area 9 - South-East, South-West Zone Edge	28.5m
j. Height Control Area 10 - Adelaide Road	42.5m
This standard does not apply to: a. Solar panel and heating components attached to a building provided these do not exceed the height threshold by more than 500mm; b. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height threshold by more than 1m; and c. Lift overruns provided these do not exceed the height threshold by more than 4m. d. Fences and standalone walls; and e. Circumstances where up to 50% of a building's roof in elevation exceeds the height threshold where the entire roof slopes 15° or more.	

effects;
2. Dominance and privacy effects on adjoining sites;
3. The extent to which taller buildings would substantially contribute to increasing residential accommodation in the city; and
4. The extent to which the building would positively contribute to the sense of place and distinctive form of the City Centre where the site or proposal will be prominent.

CCZ-S2	**Old St Paul's Church — Adjoining site specific building height**

	1. Buildings and structures on sites bounded by Mulgrave Street, Pipitea Street, Moore Street and Thorndon Quay (refer to the diagram – CCZ: Old St Paul's Church – Adjoining Site Specific Building Height below): a. Maximum height: i. Southern, western and eastern site boundaries: 10m above and parallel to each of the Old St Paul's site boundaries, rising at an angle to the horizontal of 1.5 vertical to 1 horizontal outwards in a direction perpendicular to the boundary. ii. Northern site boundary: 10m above and parallel to the Old St Paul's site boundary, rising at an angle to the horizontal of 1.5 vertical to 1 horizontal extending outwards in a north (i.e. perpendicular to the boundary) and north east direction (i.e. 45 degrees off perpendicular). iii. Building line restriction area: No building or part thereof is permitted to be erected above the existing ground level between the building line restriction and Mulgrave Street as shown in Diagram 17 below.   Note: This standard prevails over the general height requirements specified in CCZ-S1.	Assessment criteria where the standard is infringed: 1. Dominance and shading effects on Old St Paul's Church and associated setting.

CCZ-S3	**Character precincts and Residentially Zoned heritage areas — Adjoining site specific building and structure height**	
	1. Identified character precincts and Residentially Zoned heritage areas: a. For any site adjoining a site identified within a Character Precinct or a Residentially Zoned Heritage Area: no part of any building, accessory building or structure may project beyond a line of 60° measured from a height of 8m above ground level from all side and rear boundaries that adjoin that precinct or heritage area. This standard does not apply to: a. Fences or standalone walls no greater than 1.8m in height; b. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm; c. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m; and d. Lift overruns provided these do not exceed the height by more than 4m. Note: this standard prevails over the general height requirements specified in CCZ-S1.	Assessment criteria where the standard is infringed: 1. Dominance and shading effects on adjoining sites.
CCZ-S4	**Minimum building height**	
	1. A minimum height of 22m is required for new buildings. This standard does not apply to: ~~1. Any site adjoining a site located within a character precinct or Residentially Zoned Heritage Area and thus subject to CCZ-S3; and~~ ~~2. Any site within the Te Ngākau Civic Square Precinct.~~ 1. Any site subject to CCZ-S2 (Old St Paul's Church – Adjoining site specific building height); and 2. Any site subject to CCZ-S6 (Minimum sunlight access – public space) where a 22 m building height will mean that the standard is infringed; 3. Any site subject to CCZ-S3 (Character precincts and Residentially Zoned heritage areas - Adjoining site specific building and structure height); and 4. Any site subject to CCZ-PREC01-S1 (Te Ngākau Civic Square Precinct – Height Threshold); and	Assessment criteria where the standard is infringed: 1. The extent to which a reduced height is necessary to provide for the functional needs or operational needs of a proposed activity; 2. Whether topographical or other site constraints make compliance with the standard impracticable; and 3. The extent to which the reduced height would facilitate positive on-site or public design outcomes.

	5. Any site subject to HH-S1 (Minimum and maximum heights for heritage areas in the City Centre Zone, Centre Zones and Waterfront Zone) where a maximum height limit lower than 22 m applies; and 6. Accessory buildings; and 7. Buildings with a total footprint of 60m2 or less. For the purposes of the standard: a. Compliance is achieved where at least 50% of the building(s) comprising the development meet the 22 m height; and b. Minimum building height is measured from the existing ground level to the roof of the building, but does not include: • Solar panel and heating components attached to a building; • Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. poles, parapets, finials, spires) where these are more than 1 metre in height; • Buildings and structures associated with lawfully established rooftop activities; and • Lift overruns or rooftop plant.	
CCZ-S5	**Minimum ground floor height**	
	1. The minimum ground floor height to the underside of a structural slab or equivalent shall be 4m. This standard does not apply to: 1. Accessory buildings; and 2. Buildings with a total footprint of 60 m^2 or less.	Assessment criteria where the standard is infringed: 1. The extent to which a reduced height: a. Will compromise or preclude future use or adaptation of the ground floor for non-residential activities; b. Is necessary to provide for functional needs or operational needs of a proposed activity; and 2. Whether topographical or other site constraints make compliance with the standard impracticable or unnecessary.
CCZ-S6	**Minimum sunlight access — public space**	
	1. All buildings or structures within the City Centre Zone must be designed and located to maintain sunlight access to any area mapped with the "Minimum Sunlight Access - Public Space Requirements", during the time periods specified in Table 1 of Appendix 9; 2. For areas in Appendix 9 with a specified time	Assessment criteria where the standard is infringed: 1. The extent of increased shadowing and any associated adverse amenity effects on the open space.

	period: a. 11:30am-1:30pm; b. 12:00pm-2pm; or c. 1:30pm-3:00pm; and Sunlight access must be maintained in the entire area during this period. 3. For areas in Appendix 9 with a specified time period: a. 10:00am-3:00pm; or b. 10:00am-4:00pm; and Sunlight access must be maintained in a minimum of 70% of the area during this period. This standard does not apply to: a. Any temporary structure erected and dismantled in less than 30 days; and b. Any public amenity facility erected within an identified public space.	
CCZ-S7	**Verandah~~s~~ control**	
	1. Verandahs must be provided on building elevations on identified street frontages; 2. Any verandah must: a. Extend the full width of the building elevation; b. Connect with any existing adjoining verandah; c. Have a minimum clearance of 2.5m directly above the footpath or formed ground surface; d. Not exceed a maximum height of 4m measured between the base of the verandah fascia and the footpath or formed ground surface directly below; e. Be setback a minimum of 450mm from ay point along the kerbing extending back to the site boundary; and f. Not exceed a maximum width of 3m from the front of the building. This standard does not apply to: a. Any scheduled building identified in SCHED1 - Heritage Buildings. However, if for any reason these buildings received resource consent approval to be demolished, then a verandah would be required for any replacement buildings on these sites; b. Any building where compliance with the standard results in an encroachment into the dripline of an existing tree; and c. Service stations.	Assessment criteria where the standard is infringed: 1. The extent to which any non-compliance: a. Will adversely affect the comfort and convenience of pedestrians; b. Will result in further street trees being added to public space as part the development; and 2. The continuity of verandah coverage along the identified street, informal access route or public space.

CCZ-S8 **Active frontage control**

1. Any new building or addition to an existing building facing an identified street with an active frontage control must:
   a. Be built up to the street edge at ground floor level along at least 90% of the full width of the site that borders the street(s);
   b. Provide a minimum of 60% of continuous display windows or transparent glazing along the width of the ground floor building frontage; and
   c. Locate the principal public entrance on the front boundary.

This standard does not apply to:

a. Any vehicle and pedestrian access to a site situated on a street subject to an active frontage control;
b. Any heritage building identified in SCHED1- heritage buildings or service stations; and

2. Any ground level addition to, or alteration of, a building or structure facing a public space must not result in a featureless façade that:
   a. Is more than 4 metres wide;
   b. Extends from a height of 1m above ground level to a maximum height of 2.5m; and
   c. Any roller shutter doors, security grilles, screens or similar structures fitted to the facade of any building must be at least 50% visually transparent.

Assessment criteria where the standard is infringed:

1. The extent to which:
   a. Any non-compliance is required for on-site functional needs or operational needs;
   b. The building frontage is designed and located to create a strong visual alignment with adjoining buildings or otherwise enhances the streetscape; and
   c. An acceptable level of passive surveillance is maintained between the interior of the building and the street.

CCZ-S9 **Minimum residential — unit size**

1. Residential units, including any dual key unit, must meet the following minimum sizes:

Residential unit type	Minimum net floor area
a. Studio unit	35m^2
b. 1 bedroom unit	40m^2
c. 2+ bedroom unit	55m^2

Assessment criteria where the standard is infringed:

1. The extent to which:
   a. The design of the proposed unit provides a good standard of amenity; and
   b. Other on-site factors compensate for a reduction in unit size.

CCZ-S10 **Residential — outdoor living space**

1. Each residential unit, including any dual key unit, must be provided with either a private outdoor living space or access to a communal outdoor living space;

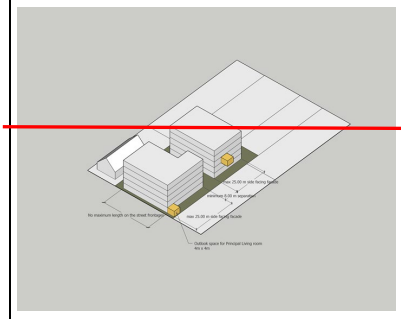
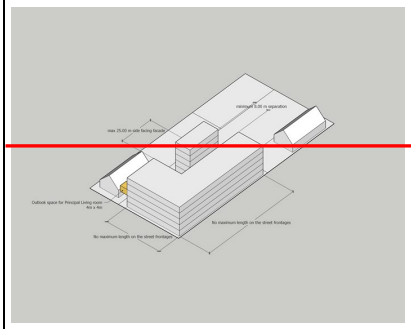
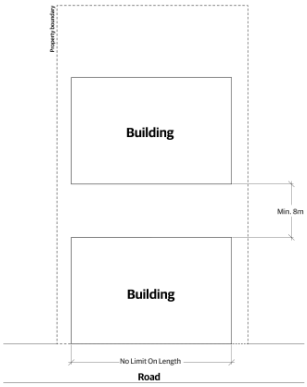
2. Where private outdoor living space is provided it must be:
   a. For the exclusive use of residents;

Assessment criteria where the standard is infringed:

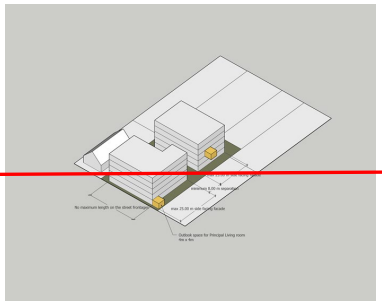
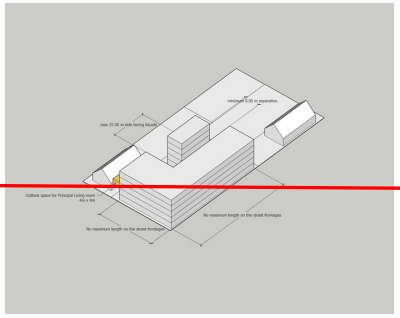
1. The extent to which:
   a. Any proposed outdoor living

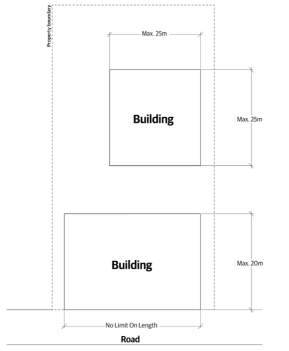
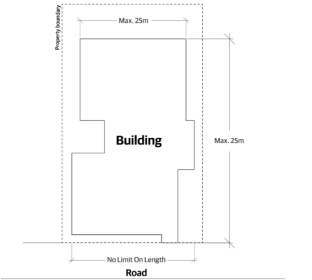
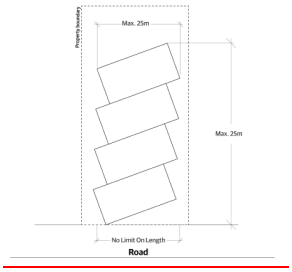
<table>
<tr>
<td>
b. Directly accessible from a habitable room;
c. A single contiguous space; and
d. Of the minimum area and dimension specified in the table below;

3. Where communal outdoor living space is provided it does not need to be a single continuous space but it must be:
a. Accessible from the residential units it serves;
b. Of the minimum area and dimension specified in the table below; and
c. Free of buildings, parking spaces, and servicing and manoeuvring areas.
<table>
<tr><th>Living space type</th><th>Minimum area</th><th>Minimum dimension</th></tr>
<tr><td>a. Private</td><td></td><td></td></tr>
<tr><td>i. Studio unit and 1- bedroom unit</td><td>5m^2</td><td>1.8m</td></tr>
<tr><td>ii. 2+ bedroom unit</td><td>8m^2</td><td>1.8m</td></tr>
<tr><td>b. Communal</td><td></td><td></td></tr>
<tr><td>i. For 4-15 units</td><td>64m^2</td><td>8m</td></tr>
<tr><td>ii. For each additional unit above 15 units</td><td>2m^2</td><td>-</td></tr>
<tr><td colspan="3">Note: Communal outdoor living space is calculated on the basis of the number of units without exclusive access to private outdoor living space.</td></tr>
</table>
</td>
<td>
space provides a good standard of amenity relative to the number of occupants the space is designed for;
b. Other on-site factors compensate for a reduction in the size or dimension of the outdoor living space; and
c. The availability of public open space in proximity to the site.
</td>
</tr>
<tr><td>CCZ-S11</td><td colspan="2">Minimum building separation distance for residential activities</td></tr>
</table>

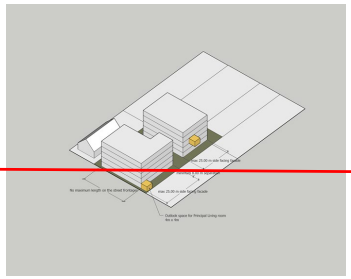
	1. Any new building or addition to an existing building used for residential activities must provide an 8m separation distance between buildings located on the same site, as shown in the diagrams below. In-block site  Corner site   	Assessment criteria where the standard is infringed: 1. The extent to which a reduced setback will increase dominance and shadowing related effects on residential units within the development site; and 2. Dominance and privacy effects on adjoining sites.
CCZ-S12	**Maximum building length ~~depth~~ for residential activities**	

City Centre Zone **Proposed: 23/06/2025**

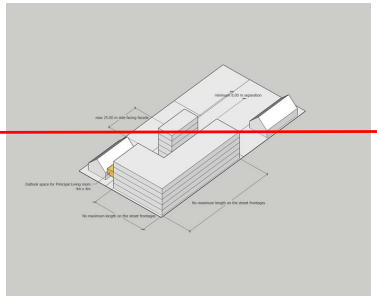
1. Any new building, part of a new building, or additions to an existing building, constructed for residential activities on any site ~~aside from a rear site~~, must not result in the continuous length of any external side façade, facing a neighbouring site, being greater than 25m, as shown in the diagrams below. In-block site  Corner site 	Assessment criteria where the standard is infringed: 1. The extent to which the design mitigates the effect of a long featureless building elevation ~~façade~~; and 2. Dominance, ~~and~~ privacy and shading effects on adjoining sites.

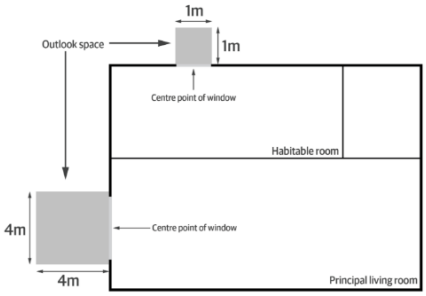
		
Any external side elevation that is parallel to, or at an angle of 30° or less, to any boundary except a boundary adjoining a road	The total unbroken length of any external side elevation, measured corner to corner, including where the external side is modulated	The total unbroken length of any external side elevation, measured corner to corner, including where the external side is stepped

CCZ-S13	Outlook space

1. An outlook space must be provided for each residential unit as specified in this standard; 2. All principal living rooms must have an outlook space of a minimum dimension of 4m in depth and 4m in width as shown in the diagrams below; 3. All habitable rooms must have an outlook space of a minimum dimension of 1m in depth and 1m in width; 4. The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies; 5. Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space; 6. Outlook spaces may overlap where they are on the same wall plane in the case of a multi-storey building; 7. Outlook spaces may be under or over a balcony; 8. Outlook spaces required from different rooms within the same building may overlap; and 9. Outlook spaces must: a. be clear and unobstructed by buildings; and b. not extend over an outlook space or outdoor living space required by another residential unit. 1. In-block site  Corner site	Assessment criteria where the standard is infringed: 1. The extent to which: a. Acceptable levels of natural light are provided to habitable rooms; b. The design of the proposed unit provides a healthy living environment; and c. The extent of dominance and privacy related effects on adjoining sites.

City Centre Zone **Proposed: 23/06/2025**





CCZ-S14	**Fences and standalone walls**	
	1. Fences and standalone walls must not exceed a maximum height of 1.8 metres (measured above ground level).	Assessment criteria where the standard is infringed: 1. Streetscape and visual amenity effects; and 2. Dominance and privacy effects on adjoining sites.
CCZ-S15	**Boundary setback from a rail corridor**	
	1. Buildings or structures must not be located within 1.5m of the boundary of a designated rail corridor.	Assessment criteria where the standard is infringed: 1. The extent to which the location and design of the building relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.
CCZ-S16	**Sites adjoining residential zones**	
	1. For any site adjoining a Residentially Zoned site: a. no part of any building, accessory building or structure may project beyond a line of 60° measured from a height of 19m above ground level from all side and rear boundaries that adjoin the Residentially Zoned site.	Assessment criteria where the standard is infringed: 1. Dominance and shading effects on adjoining sites.

This standard does not apply to:

a. Fences or standalone walls no greater than 1.8m in height;
b. Solar panel and heating components attached to a building provided these do not exceed the height by more than 500mm;
c. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height by more than 1m; and
d. Lift overruns provided these do not exceed the height by more than 4m.

Note: this standard prevails over the general height requirements specified in CCZ-S1.

Te Ngākau Civic Square Precinct

CCZ-PREC01-S1 **Height Threshold**

1. The following height threshold (measured above ground level unless otherwise specified) apply to any new building or addition to an existing building:

Location	Height Threshold
a. Entire Precinct	40m

This standard does not apply to:

a. Solar panel and heating components attached to a building provided these do not exceed the height threshold by more than 500mm;
b. Satellite dishes, antennas, aerials, chimneys, flues, architectural or decorative features (e.g. finials, spires) provided that none of these exceed 1m in diameter and do not exceed the height threshold by more than 1m;
c. Lift overruns provided these do not exceed the height threshold by more than 4m;
d. Fences and standalone walls; and
e. Circumstances where up to 50% of a building's roof in elevation exceeds the height threshold where the entire roof slopes 15° or more.

Assessment criteria where the standard is infringed:

1. Dominance and shading effects within the Precinct and on adjoining sites;
2. Streetscape and visual amenity effects; and
3. The extent to which taller buildings would substantially contribute to increasing residential accommodation in the city; and
4. The extent to which the building would positively contribute to the sense of place and distinctive form of the Precinct and the City Centre where the site or proposal will be prominent.

Methods

Subject to appeal

P1 Sch1 Have regard

CCZ-M1	Urban Design Panel

Subject to obtaining relevant approvals and supporting funding Council will seek to establish and

facilitate an independent, non-statutory Urban Design Panel to inform urban design assessments of relevant policies and matters of discretion that apply to significant resource consent applications as required.

This chapter has been subject to the Part One, Schedule 1 process (**P1 Sch1**) and Council decisions on 12 June 2025. Please see notations for the status of provisions.

He Rohe Ahoaho

Open Space Zone

OSZ	Open Space Zone

Introduction

The Open Space Zone caters for both passive and active recreational activities, with limited associated facilities, buildings and structures. Open spaces within this Zone are primarily recreation reserves. They include a wide range of spaces, from small local suburban playgrounds and 'pocket' parks in the City Centre, to larger playing fields or open grassed areas. Some of the open areas are located near waterbodies and the coast, others are located within urban areas and contribute to an attractive living environment within the City. The historic Government House is also located within the Open Space Zone and subject to Designation PM1.

These open spaces are used for a variety of recreational activities, from informal recreation activities such as playing, skateboarding, games and kicking a ball around to more organised sports and recreation activities on playing fields. Buildings are generally small in scale and ancillary to the recreational use, such as toilet facilities, buildings for maintenance and associated storage, small pavilions and clubrooms. Examples include, Seatoun Park, Linden and Linden West Parks, Wilton Park, and Cummings Park.

Most of the land zoned Open Space Zone is publicly owned and subject to reserve management plans prepared under the Reserves Act 1977.

All activities and uses located on public land must obtain permission (such as a lease or licence) from Wellington City Council as the landowner and administering authority. This is, in addition to, any resource consent requirements under the District Plan or a National Environmental Standard.

In assessing resource consent applications required under the District Plan, the Council will have regard to the relevant reserve management plan for the area. Reserve management plans that are relevant to areas within the Open Space zone, include:

1. Suburban Reserves 2015
2. Northern Reserves 2008
3. Botanic Gardens 2014
4. Glover Park Management Plan 2005

Note: These reserve management plans may be superseded by other plans in the future.

Other relevant District Plan provisions

There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives

Have regard	OSZ-O1	**Purpose** Open space areas are predominately used by the public for a wide range of passive and active recreation activities, and may accommodate open space community activities, in such a way that maintains, and where possible, enhances the predominant character and amenity values of the Open Space Zone, which include: 1. An open and spacious character; 2. A low level of built form and development; and 3. Buildings and structures are predominately ancillary to recreation or conservation activities.
Have regard	OSZ-O2	**Managing effects** Adverse effects of activities and development undertaken in the Open Space Zone at the Zone interface and the surrounding area are managed effectively.
Have regard	OSZ-O3	**Mana whenua** Taranaki Whānui and Ngāti Toa Rangatira are acknowledged as the mana whenua of Te Whanganui ā Tara (Wellington). Their values and aspirations, cultural associations with and role in exercising kaitiakitanga over Wellington's parks and reserves are recognised and facilitated.

Policies

Have regard	OSZ-P1	**Enabled activities** Enable a wide range of recreational activities, and a limited range of other activities that are compatible with the predominant purpose, character and amenity of the Open Space Zone, while ensuring that their scale and intensity is appropriate.
Have regard	OSZ-P2	**Small scale mobile commercial activities** Provide for small scale mobile commercial activities that are ancillary and complementary to the predominant purpose of the Zone.
Have regard	OSZ-P3	**Potentially compatible activities**

		Only allow other activities to establish where it can be demonstrated that they are compatible with the purpose, character and amenity values of the Zone, having regard to whether: 1. The proposal is consistent with the relevant reserve management plan for the site; 2. The activity is compatible with or supports activities anticipated in the Zone, or will enhance the open space values, or social connection, or there is a functional need or operational need for a location at that site; 3. The activity maximises the use of existing buildings; and 4. Any reverse sensitivity effects can be appropriately managed.
Have regard	**OSZ-P4**	**Enabled buildings and structures** Enable buildings and structures that are small in scale and necessary to maintain or enhance the public's ability to use and enjoy the open space for recreation activities or conservation activities.
Have regard	**OSZ-P5**	**Potentially compatible buildings and structures** Only allow other buildings and structures to establish where it can be demonstrated that they will maintain or enhance the character and amenity values of the Zone, having regard to whether: 1. The development is consistent with the relevant reserve management plan for the site; 2. The building or structure supports or is complementary to permitted activities, or there is a functional need for a location at that site; 3. The siting, design and external appearance of the buildings and structures is compatible with the open space area in which they will be located; 4. Streetscape amenity will be maintained or enhanced; 5. There are opportunities to locate or cluster buildings to minimise the loss of spaciousness; 6. The building design maximises opportunities for multi-functional recreational use; 7. Any adverse residential amenity effects will be minimised; 8. Hard surfacing is minimised, and native vegetation and visually prominent trees are retained where practicable; and 9. Public accessibility will be maintained or enhanced, including through connections to walkways, cycleways and pedestrian access points.
Have regard	**OSZ-P6**	**Mana whenua** Provide for the use and management of Wellington's parks and reserves in

		partnership with mana whenua. This includes but is not limited to providing for customary practices within parks and reserves for the benefit of all.
	Rules: Land use activities	
Legal effect	**OSZ-R1**	**Informal recreation activities**
	1. Activity status: **Permitted**	
Legal effect	**OSZ-R2**	**Organised sport and recreation activities**
	1. Activity status: **Permitted**	
Legal effect	**OSZ-R3**	**Conservation activities**
	1. Activity status: **Permitted**	
Legal effect	**OSZ-R4**	**Customary activities**
	1. Activity status: **Permitted**	
Legal effect	**OSZ-R5**	**Gardens, including community gardens**
	1. Activity status: **Permitted**	
Legal effect	**OSZ-R6**	**Mobile commercial activities ancillary to permitted recreation and conservation activities**
	1. Activity status: **Permitted**	
Legal effect	**OSZ-R7**	**Parks maintenance and repair**
	1. Activity status: **Permitted**	
Legal effect	**OSZ-R8**	**Construction, maintenance, alteration of or addition to footpaths and tracks**
	1. Activity status: **Permitted**	
Legal effect	**OSZ-R9**	**Construction, maintenance, alteration of, or addition to car parking areas and access drives**
	1. Activity status**: Permitted**	
Legal effect	**OSZ-R10**	**Open space community activities in an existing building**
	1. Activity status**: Permitted**	
Legal effect	**OSZ-R11**	**Any other activity not otherwise provided for in this table**

1. Activity status: **Discretionary**

Rules: Building and structure activities

Legal effect

OSZ-R12	Demolition or removal of buildings and structures

1. Activity status: **Permitted**

Legal effect

OSZ-R13	Maintenance and repair of buildings and structures

1. Activity status: **Permitted**

Note: For the avoidance of doubt buildings and structures include seawalls.

Legal effect

OSZ-R14	Construction, alteration of and addition to buildings and structures

1. Activity status: **Permitted**

Where:

a. Compliance with the following standards is achieved:
   i. OSZ-S1;
   ii. OSZ-S2;
   iii. OSZ-S3; and
   iv. OSZ-S4.

2. Activity status: **Restricted Discretionary**

Where:

a. Compliance with only one of the standards in OSZ-R14.1.a is not achieved.

Matters of discretion are:

1. The extent and effect of non-compliance with any relevant Standard as specified in the associated assessment criteria for the infringed standards.

Notification status: An application for resource consent made in respect of rule OSZ-R14.2 is precluded fror being publicly notified.

3. Activity status: **Discretionary**

Where:

a. Compliance with more than one of the standards in OSZ-R14.1.a is not achieved.

Standards

Legal effect

OSZ-S1	Maximum height of buildings and structures

1. Buildings and structures must not exceed the following maximum height limits above ground level:

Structure	Maximum height limit above ground level
a. Playground equipment and pou	8m

Assessment criteria where the standard is infringed:

1. Design, appearance and siting of the buildin or structure in terms of the impact on the character and amenity of the open space;
2. Dominance, privacy and shading effects on adjoining sites;
3. Streetscape and visual amenity effects;
4. The extent to which adverse effects of additional height can be mitigated by the

b. Poles for lighting or surveillance	18m	natural or physical features of the site, setbacks, landscaping or screening; 5. The extent to which the additional height is necessary to provide for functional needs or operational needs of the activities on the site and 6. Whether topographical or other site constrai make compliance with the standard impractical.
d. All other buildings and structures	7m	

Legal effect

OSZ-S2	Height in relation to boundary

1. All parts of a building or structure shall be contained within a 45 degree plane commencing at a point 2.5m above ground level inclined inwards at right angles in plan from all parts of the site's boundaries that abut a Residential Zone.	Assessment criteria where the standard is infringed: 1. Dominance, privacy and shading effects on adjoining sites; 2. The extent to which adverse effects of the additional height in relation to boundary can mitigated by the natural or physical features the site, landscaping or screening; 3. The extent to which the additional height is necessary to provide for functional needs or operational needs of the activities on the site and 4. Whether topographical or other site constrai make compliance with the standard impractical.

Legal effect

OSZ-S3	Maximum gross floor area

1. Each individual building and /or structure on a site, including any external alterations or additions, must not exceed a maximum gross floor area of 100m^2.	Assessment criteria where the standard is infringed: 1. Dominance, privacy and shading effects on adjoining sites; 2. The extent to which adverse effects of the additional floor area can be mitigated by the natural or physical features of the site, landscaping or screening; and 3. The extent to which the additional floor area necessary to provide for functional needs or operational needs of the activities on the site

Legal effect

OSZ-S4	Maximum building coverage

1. Maximum building coverage is 10%.	Assessment criteria where the standard is infringed: 1. Dominance, privacy and shading effects on adjoining sites; 2. The extent to which adverse effects of the additional building coverage can be mitigate including by the natural or physical features the site, setbacks, landscaping or screening 3. The extent to which the additional building coverage is necessary to provide for functio needs or operational needs of the activities the site; and 4. Whether topographical or other site constrai make compliance with the standard impractical.

Legal effect

OSZ-S5	Boundary setbacks
1. Buildings or structures (excluding fences) must be setback a minimum of 1.5m from a rail corridor boundary.	Assessment Criteria where the standard is infringed: 1. The location and design of the building as it relates to the ability to safely use, access an maintain buildings without requiring access above or over the rail corridor.

This chapter is operative as of 14 July 2025.

He Rohe Tāhuna

Waterfront Zone

WFZ	Waterfront Zone

Introduction

The Waterfront Zone provides an interface between the city centre and Te Whanganui a Tara. It contains one of the city's primary promenades along with two major parks: Frank Kitts Park and Waitangi Park. It caters to a variety of cultural, recreation and entertainment activities and includes buildings such as Te Papa, Te Wharewaka o Pōneke and the Events Centre along with residential apartment living.

The land now covered by the Waterfront Zone was created through reclamation, structures and encroachments into the harbour that are seaward of the original natural shoreline from the late 1800s to 1970. Its original purpose was to facilitate travel, trade, and general industry and commerce. The Zone has a number of remaining heritage buildings and other structures from this era that influence its character today.

Development since the 1980s on the land covered by the Waterfront Zone has transformed the area into a space for recreation, events, arts and culture, business, residences, and active transport including walking and cycling. This evolution of the waterfront is in line with the vision of the Wellington Waterfront Framework (2001), which is still relevant and important today:

Wellington's Waterfront is a special place that welcomes all people to live, work and play in the beautiful and inspiring spaces and architecture that connects our city to the sea and protect our heritage for future generations.

The Council uses the Wellington Waterfront Framework to help manage the waterfront in its role as property owner and manager of the land and public assets. The Framework has also helped inform the Waterfront Zone content in this District Plan.

Mana whenua, particularly Te Āti Awa, have an important connection with Te Whanganui a Tara and the Whairepo Lagoon. Both Taranaki Whānui and Ngāti Toa's Claims Settlement Acts identify the Wellington Harbour as a statutory area. Wellington City Council must have regard to these statutory acknowledgments. The Natural Resources Plan for the Wellington Region (Schedule C4 Map 6) identifies a coastal site adjoining the Waterfront Zone with significant mana whenua values linked to the historic Te Aro Pā. The Waterfront Zone recognises the landward side of this site as also having particular significance to mana whenua, anchored by Te Wharewaka o Pōneke, through a method enabling greater mana whenua involvement in resource consents and plan changes affecting this area.

Management of the Waterfront area needs to be integrated across mean high water springs and actively engage mana whenua and other agencies with management responsibilities.

When constructing new and redeveloped buildings and public spaces, the Waterfront Zone requires public involvement and weighs the public interest very highly as the Zone is predominantly a public area. Applications for significant new development in the Waterfront Zone are publicly notified, as specified in the relevant rules' notification status.

Eventually, the Waterfront Zone is anticipated to be extended further north to the ramp that connects to the Fran Wilde Walkway (the walkway to the Wellington Regional Stadium). This extension would replace the Inner Harbour Port Precinct. This is currently CentrePort land that was previously partly redeveloped into office

buildings and is currently zoned Port Zone. Any Zone extension will be done through a plan change. The plan change process would include a companion master plan to guide the comprehensive redevelopment.

Activities that cross the mean high water springs boundary will be managed by having regard to the Proposed Natural Resources Plan for the Wellington Region and in conjunction with the Greater Wellington Regional Council.

The Waterfront has three areas where specific controls apply. These areas of specific controls are identified in the Planning Maps. They are:

1. Areas of change. These are areas identified for redevelopment into buildings and/or public spaces.
2. Public open spaces. These are public spaces specifically mapped within the Waterfront Zone to be retained for public activities with minimal buildings.
3. Queens Wharf buildings. These areas have specific height standards and external alternation and addition rules.

These three specific controls are mentioned in some Waterfront Zone objectives and policies, and are labelled to the left of the relevant rules for building and structure activities. The label “Entire Zone” to the left of a rule or standard means the rule or standard applies to areas both with and without specific controls, unless otherwise specified.

Other relevant District Plan provisions

There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives

WFZ-O1	**Purpose** Activities and development in the Waterfront Zone contribute to Wellington’s identity and sense of place, with public spaces, buildings and other structures that reflect the unique location and character of the waterfront.
WFZ-O2	**Ahi Kā** Taranaki Whānui and Ngāti Toa Rangatira are acknowledged as the mana whenua of Te Whanganui ā Tara (Wellington) and their cultural associations and landowner and development interests are recognised in planning and developing the Waterfront Zone.
WFZ-O3	**Protection of public open spaces** The Waterfront’s public open spaces mapped as specific controls are protected and maintained for temporary activities and recreation activity.
WFZ-O4	**Areas of change** Areas of change are redeveloped over time into high-quality public spaces and buildings.
WFZ-O5	**Active transport and micro-mobility connectivity** Active transport and micro-mobility connectivity within the Waterfront Zone, and between the edge of Te Whanganui a Tara, public transport and the City Centre, is maintained or enhanced.
WFZ-O6	**Vibrant and diverse mix of activities** The Waterfront Zone has a diverse and vibrant mix of activities that collectively provide and encourage public interest, use and enjoyment of the Zone during the day and night.
WFZ-O7	**Managing adverse effects**

	Adverse effects of activities and development in the Waterfront Zone are managed effectively both: 1. Within the zone, including on its role, function and connectivity; and 2. At interfaces with: a. Heritage buildings, heritage structures and heritage areas; b. Scheduled sites and areas of significance to Māori; c. Public open space specific controls; d. Residential zoned areas; and e. The coastal marine area.
Policies	
WFZ-P1	**Enabled activities** Enable a range and diversity of activities that support the role and function of the Waterfront Zone and enhance the Zone's vitality, vibrancy and amenity during the day and night, including: 1. Commercial activities; 2. Community facilities; 3. Recreation activities; 4. Emergency service facilities; 5. Marae activities; 6. Public transport activities on Waterloo Quay, Customhouse Quay, Jervois Quay, Cable Street, Oriental Parade and in the Post Office Square Heritage Area; 7. Visitor accommodation; and 8. Residential activities above ground floor.
WFZ-P2	**Managed activities** Manage the location and scale of activities which could result in cumulative adverse effects on the vitality, vibrancy and amenity of the Waterfront Zone, including: 1. Industrial activities; 2. Construction of apartments and visitor accommodation; 3. New and expanded buildings; 4. New and modified public space; and 5. Public transport activities seaward of Waterloo Quay, Customhouse Quay, Jervois Quay, Cable Street, Oriental Parade and the Post Office Square Heritage Area.
WFZ-P3	**Incompatible activities** Avoid activities that are incompatible with the role and functions of the Waterfront Zone. These incompatible activities include: 1. Heavy industrial activities; 2. Demolition of buildings that results in the creation of unutilised vacant land; 3. Ground floor residential activities; 4. Significant buildings in mapped public open space; and 5. Surface-level carparks, other than car parks for people with mobility issues, for service vehicles, and pick-up/drop-off parking
WFZ-P4	**Access, connections and public space** Require that the use, development, and operation of the Waterfront Zone: 1. Provides attractive, safe, efficient, and convenient connections to existing and planned transport networks; 2. Promotes and enhances existing and planned pedestrian and cycle access and connections to the City Centre Zone;

	3. Provides well-designed, connected and safe public space and pedestrian, cycle and micro-mobility access; 4. Provides equitable access to and along the edge of the coastal marine area and structures within it; and 5. Provides a safe environment for people that promotes a sense of security and allows informal surveillance.
WFZ-P5	**Sense of place** Require development of public spaces, buildings and other structures to maintain or enhance the sense of place and distinctive form, quality and amenity of the Waterfront Zone including, where relevant: 1. A balance of buildings and open space with no more than 35% total building coverage over the whole Waterfront Zone to form a sense of openness and transition between the dense city centre environment and the expansiveness of Te Whanganui a Tara; 2. Design relating to the maritime location and activities; 3. Rich Māori and tauiwi/non-Māori history; 4. Sunlight to parks, plazas and other open spaces where people regularly congregate; 5. Visual connections to the City and Te Whanganui a Tara; and 6. Accessibility for people of all ages and mobility levels.
WFZ-P6	**Development of buildings** Require new and altered buildings to be of a high quality, including: 1. Building forms and facades, especially those that are visually prominent; 2. Bulk, scale and heights that are complementary to and of a scale appropriate to the existing nearby buildings in the Waterfront Zone; 3. Heights that are consistent with the low-rise nature of buildings in this zone; 4. Active building frontages and publicly-accessible areas on the ground floors of buildings, except for storage and/or service areas; 5. Storage and/or service areas screened from public view; 6. Sustainable, resilient building design that is adaptable to changes in use over time; 7. Buildings that respond to any identified significant natural hazard risks and climate change effects, including the strengthening and adaptive reuse of existing buildings; 8. Design that responds positively to identified historic heritage structures, buildings and areas, including those seaward of mean high water springs and identified in the Regional Natural Resources Plan, that are adjacent to the new or altered building; and 9. Fulfilling the intent of the Centres and Mixed Use Design Guide.
WFZ-P7	**Protection of public open space** Protect the Waterfront Zone’s mapped public open spaces by avoiding new permanent buildings above-ground on public open space except where they improve the space for public use and enjoyment and do not dominate or cumulatively diminish the public open space.
WFZ-P8	**Areas of change** Enable re-development of Areas of Change from car parking to high quality buildings and/or public spaces.
WFZ-P9	**Sustainable long term use** Encourage new development and redevelopment in the Waterfront Zone to be sustainable, resilient and adaptable to change in use over time, including enabling sufficient flexibility for ground floor space to be used and converted for a range of activities and responding to future coastal hazards.
WFZ-P10	**Ahi kā** Recognise and provide for the cultural associations and development interests of Ngāti Toa

	Rangatira and Taranaki Whānui ki te Upoko o te Ika in the Waterfront Zone by: 1. Managing new development adjoining sites and areas of significance to Māori; and 2. Collaborating on the design and incorporation of Māori cultural elements into public open space within the zone.
Methods	
WFZ-M1	**Mana whenua involvement in managing the Waterfront Zone** For all resource consent applications and private plan change requests in the Waterfront Zone from Te Papa to Frank Kitts Park inclusive, and elsewhere in the Waterfront Zone that affect Te Whanganui a Tara, Wellington City Council will: 1. Require the applicant to include a record of engagement with Te Aro Pā Trust and Te Rūnanga o Toa Rangatira with the application for resource consent or request for private plan change; and 2. If a public hearing is required, enable Te Aro Pā Trust and Te Rūnanga o Toa Rangatira to select up to half of the hearing commissioners on the panel to hear submissions and make recommendations or delegated decisions, provided these commissioners are certified by the Ministry for the Environment for this purpose.
WFZ-M2	**Integrated management across mean high water springs** Wellington City Council will work with mana whenua, Wellington Regional Council, and other agencies with management responsibilities, on the integrated management of resource management matters across mean high water springs, in particular: 1. Activities and development on structures in the coastal marine area that are connected to land; 2. Activities and development, and their effects, that cross the mean high water springs boundary; 3. Communication and information sharing; 4. Improved biodiversity values; and 5. Improved public access to the coast.
Rules: Land use activities	
WFZ-R1	**Commercial activities**
1. Activity status: **Permitted**	
WFZ-R2	**Community facilities**
1. Activity status: **Permitted**	
WFZ-R3	**Recreation activities**
1. Activity status: **Permitted**	
WFZ-R4	**Emergency service facilities**
1. Activity status: **Permitted**	
WFZ-R5	**Marae activities**
1. Activity status: **Permitted**	
WFZ-R6	**Public transport activities**
1. Activity status: **Permitted** Where:	

a. The activity is located in one or more of:
   i. Waterloo Quay
   ii. Customhouse Quay
   iii. Jervois Quay
   iv. Cable Street
   v. Oriental Parade
   vi. Post Office Square Heritage Area.

2. Activity status: **Discretionary**

   Where:

   a. Compliance with the requirements of WFZ-R6.1 is not achieved.

WFZ-R7	**Visitor accommodation**

1. Activity status: **Permitted**

WFZ-R8	**Residential activities**

1. Activity status: **Permitted**

   Where:

   a. The activity is located above ground floor level.

Cross-reference — also refer to NOISE-R5 and NOISE-S4 for noise-sensitive controls near the Port Zone.

2. Activity status: **Non-complying**

   Where:

   a. Compliance with any of the requirements of WFZ-R8.1.a is not achieved

WFZ-R9	**Industrial activities**

1. Activity status: **Restricted discretionary**

   Where:

   a. The activity is not a heavy industrial activity.

Matters of discretion are:

1. The extent to which the activity contributes to or detracts from the surrounding activities and public enjoyment;
2. The design of the activity relating to the maritime location and adjacent public open space; and
3. Effects on the safety and amenity of the area, particularly in relation to noise, vehicle movements, dust, odour, fumes and hazardous substances.

Notification status: An application for resource consent made in respect of WFZ-R9.1 is precluded from being publicly notified.

2. Activity status: **Non-complying**

   Where:

   a. Compliance with the requirements of WFZ-R9.1 is not achieved

Notification status: An application for resource consent made in respect of WFZ-R9.2 must be publicly notified.

WFZ-R10	**Car parking activities**

1. Activity status: **Permitted**

	Where: a. The activity is providing: i. Car parking for people with mobility issues, or ii. Pick-up/drop-off parking of 10 minutes or less, or iii. For service vehicles; or b. The activity is located within a building below ground floor or under public open space; or c. The activity involves the provision of carparks on a road.
	2. Activity status: **Non-complying** Where: a. Compliance with the requirements of WFZ-R10.1 is not achieved
WFZ-R11	**All other land use activities**
Entire zone	1. Activity status: **Discretionary** Where: a. The activity is not otherwise provided for as a permitted activity, restricted discretionary activity, or a non-complying activity
Rules: Building and structure activities	
WFZ-R12	**Maintenance and repair of buildings, structures and public open space**
Entire Zone	1. Activity status: **Permitted**
WFZ-R13	**Demolition or removal of buildings and structures**
Entire Zone	1. Activity status: **Permitted** Where: a. The demolition or removal of a building: i. Is required to avoid an imminent threat to life and/or property; or ii. Enables the creation of public space; or iii. Is required for the purposes of constructing a new building or adding to or altering an existing building that is a permitted activity under WFZ-R14 or WFZ-R15, or that has an approved resource consent or resource consent is being sought concurrently under WFZ-R14 or WFZ-R15; or b. The demolition or removal involves a structure, excluding any building.
Entire Zone	2. Activity status: **Non-complying** Where: a. Compliance with the requirements of WFZ-R13.1 is not achieved Notification status: An application for resource consent made in respect of WFZ-R13.1 is precluded from being either publicly or limited notified.
WFZ-R14	**Alterations or additions to buildings and structures**
Public Open Space	1. Activity status: **Permitted** Where:

		a. The building or structure is: i. Waterfront furniture; or ii. Play equipment; or iii. Sculptures or public art; or iv. Former cargo handling equipment, cranes or similar port-related equipment Or b. The alterations or additions result in the building or structure being: a. Less than 30 m^2 in site coverage; and b. Less than 4 metres high; and c. The aggregate area of all buildings in the contiguous public open space does not exceed 200 m^2 per hectare.
	Public Open Space	2. Activity status: **Discretionary** Where: a. Compliance with the requirements of WFZ-R14.1 is not achieved
	Queens Wharf Buildings	3. Activity status: **Controlled** Where: a. The alterations or additions do not exceed the existing site coverage of the existing building; and b. Compliance with the requirements of WFZ-S1 — WFZ-S6 are achieved. Matters of control are: 1. Building design; 2. External appearance of the building; and 3. Siting of the building. Notification status: An application for resource consent made in respect of WFZ-R14.3 is precluded from being either publicly or limited notified.
	Queens Wharf Buildings	4. Activity status: **Discretionary** Where: a. Compliance with the requirements of WFZ-R14.3 is not achieved Notification status: An application for resource consent made in respect of Rule WFZ-R14.4 must be publicly notified.
	Entire Zone, except Public Open Space, Queens Wharf Buildings	5. Activity status: **Restricted Discretionary** Where: a. The alterations or additions do not extend the footprint of the existing building by more than 5% of the footprint at 18 July 2022; and b. Compliance with the requirements of WFZ-S1 — WFZ-S6 are achieved. Matters of discretion are: 1. Screening of activities and storage; 2. Dust; 3. Lighting; 4. Design; 5. External appearance;

		6. Height and the placement of building mass; and 7. The Centres and Mixed Use Design Guide.
	Entire Zone except Public Open Space, Queens Wharf Buildings	6. Activity status: **Discretionary** Where: a. Compliance with the requirements of WFZ-R14.5 is not achieved Notification status: An application for resource consent made in respect of Rule WFZ-R14.6 where WFZ-R14.5.a or WFZ-S1 has not been complied with must be publicly notified.
WFZ-R15		**Construction of new buildings and structures**
	Public Open Space	1. Activity status: Permitted Where: a. The building or structure is: i. Outdoor furniture; or ii. Play equipment; or iii. Sculptures or public art; or iv. Former cargo handling equipment, cranes or similar port-related equipment Or b. The new building or structure: i. Has a site coverage of less than 30 m^2; and ii. Is less than 4 metres high; and c. The aggregate area of all buildings in the contiguous public open space does not exceed 200 m^2 per hectare.
	Public Open Space	2. Activity status: **Discretionary** Where: a. Compliance with the requirements of WFZ-R15.1.a or b is not achieved Notification status: An application for resource consent made in respect of Rule WFZ-R15.2 must be publicly notified.
	Public Open Space	3. Activity status: **Non-complying** Where: a. Compliance with the requirements of WFZ-R15.1.c is not achieved The assessment of the activity must have regard to Standards WFZ-S1, WFZ-S2, and WFZ-S6. Notification status: An application for resource consent made in respect of Rule WFZ-R15.3 must be publicly notified.
	Areas of Change	4. Activity status: **Permitted** Where: a. The structure is: i. Outdoor furniture; or ii. Servicing transport functions; or iii. Sculptures or public art.

Entire Zone except Public Open Space, Areas of Change	5. Activity status: **Permitted** Where: a. The building or structure is: i. Outdoor furniture; or ii. Play equipment; or iii. Sculptures or public art; or iv. Former cargo handling equipment, cranes or similar port-related equipment Or b. The new building or structure: i. Has a site coverage of less than 30 m^2; and ii. Is less than 4 metres high.
Entire Zone except Public Open Space	6. Activity status: **Discretionary** Where: a. Compliance with the requirements of WFZ-R15.4 or 5 is not achieved The assessment of the activity must 1. Ensure that the bulk, scale and height of any new buildings achieve WFZ-P6.2 and 3; and 2. Have regard to standards WFZ-S1 — WFZ-S6. Notification Status: An application for resource consent made in respect of WFZ-R15.6 must be publicly notified.
WFZ-R16	**Development of new public space, or modification of existing public open space**
Public Open Space	1. Activity status: **Discretionary** Note this rule does not apply to activities in WFZ-R12, WFZ-R15 or WFZ-R18.
WFZ-R17	**Conversion of buildings or parts of buildings to residential activities**
Entire Zone	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The extent of compliance with standards WFZ-S3 and WFZ-S4 and associated assessment criteria; 2. The Centres and Mixed Use Design Guide; 3. The availability and connection existing or planned three waters infrastructure; and 4. The safe movement of people and vehicles to and from the site and within the surrounding area. Notification status: An application for resource consent made in respect of WFZ-R17 is precluded from being either publicly or limited notified.
WFZ-R18	**Outdoor storage areas**
Entire zone	1. Activity status: **Permitted** Where: a. The storage area is screened by a fence or landscaping of 1.8m in height from any adjoining road or site, and;

		b. Screening does not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut-off valves, or other emergency response facilities.
	Entire zone	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of WFZ-R18.1 is not achieved Matters of discretion are: 1. The extent to which any lesser screening is necessary to provide for functional or operational requirements of the activities on the site, or for people's health and safety; and 2. The extent to which outdoor storage is visible to surrounding areas, including any effects on the distinctive form, quality and amenity of the Waterfront Zone. Notification status: An application for resource consent made in respect of rule WFZ-R18.2 is precluded from being publicly and limited notified.

Standards

WFZ-S1	**Maximum building height outside of Public Open Space and Areas of Change**
Entire Zone, except Queens Wharf Buildings and the Frank Kitts Park building identified in the Planning Maps	1. The building at any point does not exceed the height of the existing building heights. Note that new buildings outside of existing building footprints and Queens Wharf Buildings do not have a maximum building height. Instead, each building height must be justified through a discretionary or non-complying consent, with particular regard to WFZ-P6.2 and .3.
Queens Wharf Buildings	2. The building does not exceed 18.1 metres above New Zealand Vertical Datum 2016 (NZVD 2016).
Frank Kitts Park building identified in the Planning Maps	3. The building does not exceed 15 metres above New Zealand Vertical Datum 2016 (NZVD 2016).

WFZ-S2	**Minimum Sunlight Access - Public Space**
1. All buildings or structures within the Waterfront Zone must be designed and located to maintain sunlight access to any area mapped with the specific control "Minimum Sunlight Access - Public Space Requirements", during the time periods specified in Table 1 of Appendix 9; 2. For areas in Appendix 9 with a specified time period: a. 11:30am-1:30pm; b. 12:00pm-2:00pm; c. 1:30-3:00pm; sunlight access must be maintained in the entire area during this period. 3. For areas in Appendix 9 with a specified time period: a. 10:00am-3:00pm; b. 10:00am-4:00pm; sunlight access must be maintained in a minimum of 70% of the area during this period.	Assessment criteria where the standard is infringed: 1. The extent of increased shadowing and any associated adverse amenity effects on the sunlight access area.

This standard does not apply to: a. Any temporary structure erected and dismantled in less than 30 days. b. Any public amenity facility erected within an identified public space.	

WFZ-S3	**Outlook space (per residential unit)**
1. An outlook space must be provided for each residential unit as specified in this standard; 2. All habitable rooms must have an outlook space with a minimum dimension of 1m in depth and 1m in width; 3. The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies; 4. Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space; 5. Outlook spaces may overlap where they are on the same wall plane in the case of a multi-storey building; 6. Outlook spaces may be under or over a balcony; 7. Outlook spaces required from different rooms within the same building may overlap; and 8. Outlook spaces must: a. be clear and unobstructed by buildings; and b. not extend over an outlook space or outdoor living space required by another residential unit.	Assessment criteria where the standard is infringed: 1. The extent to which: a. Acceptable levels of natural light are provided to habitable rooms; b. The design of the proposed unit provides a healthy living environment; and c. The extent of dominance and privacy related effects on adjoining sites.

WFZ-S4	**Minimum residential unit size**
1. Residential units, including any dual key unit, must meet the following minimum sizes:	Assessment criteria where the standard is infringed: 1. The extent to which: a. The design of the proposed unit provides a good standard of amenity; and b. Other on-site factors compensate for a reduction in unit sizes.

Residential Unit Type	**Minimum Net Floor Area**
a. Studio unit	35m^2
b. 1 bedroom unit	40m^2
c. 2+ bedroom unit	55m^2

WFZ-S5	**Building separation distance**
1. Any new residential building or addition to an existing residential building must provide a 8 m separation distance between buildings located on the same site.	Assessment criteria where the standard is infringed: 1. The extent to which a reduced setback will increase dominance and shadowing related effects on residential units within the development site.

WFZ-S6	Waterfront Zone total building coverage
1. All development must result in the sum of all buildings in the Waterfront Zone having a total building coverage of less than 35% of the whole Waterfront Zone.	Assessment criteria where the standard is infringed: 1. The extent to which an exceedance is temporary, or is not perceived as a dominant above-ground building (for example, a low-level building with easily accessible public space on top).

This chapter is operative.

He Rohe Whanake: Ngā Whare Pāhi o Killbirnie

Development Area: Kilbirnie Bus Barns

DEV1	Development Area — Kilbirnie Bus Barns

Introduction

The ‘Bus Barns’ site in Kilbirnie has the potential to be developed into a high quality mixed-use development. The provisions contained in this Development Area will guide the future comprehensive redevelopment of the site from its current use as a bus depot, should this transition occur.

The Bus Barns site includes the Metropolitan Centre Zone land bound by Onepu Road, Endeavour Street, Ross Street and Coutts Street, title WN58A/1.

Eight residential zoned properties all zoned Medium Density Residential Zone (52-58, 62-64 and 85 Ross St and 47 Endeavour Street, and 73 Onepu Road are also part of the current Kilbirnie Bus Barn operations. The provisions of the Development Area do not apply to these sites, but are identified in the Development Plan as they may be involved in future works.

The provisions do not affect the current use of the site as a bus depot. In the event that the site is redeveloped for use as a bus depot the Development Area provisions would not apply. In those circumstances the provisions of the Metropolitan Centre Zone would apply.

The Development Area provisions apply in addition to those of the Metropolitan Centre Zone. Where there are any inconsistencies between the underlying zoning and the provisions in this Development Area chapter, the provisions in this chapter shall prevail.

Oher relevant District Plan provisions

There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives	
DEV1-O1	**Purpose** High quality mixed use development is achieved on the Kilbirnie ‘Bus Barns’ site through a comprehensive development process.
Policies	
DEV1-P1	**Comprehensive Development of the Bus Barns site** Provide flexibility for development and subdivision of the Kilbirnie ‘Bus Barns’ site, while ensuring that development is undertaken in general accordance with the development principles of the Development Plan.

Rules: Land use activities	
DEV1-R1	**Construction of, or additions and alterations to, buildings and structures**

1. Activity status: **Permitted**

   Where:

   a. Any alterations or additions to a building or structure that:
      i. Do not alter the external appearance of the building or structure; or
      ii. Relate to a building frontage below verandah level, including entranceways and glazing; or
      iii. Are not visible from public spaces; and
      iv. Results in the creation of new residential units; and
      v. Comply with standards MCZ-S1, MCZ-S2, MCZ-S3, MCZ-S4, MCZ-S5, and MCZ-S6; or

   b. The construction of any building or structure:
      i. Is not located on a site with an active frontage or non-residential activity frontage; or
      ii. Is not visible from public space; and
      iii. Will have a gross floor area of less than 100m2; and
      iv. Will result in a total coverage (together with other buildings) of no more than 20 percent of the site; and
      v. Comply with standards MCZ-S1, MCZ-S2, MCZ-S3, MCZ-S4, MCZ-S5, and MCZ-S6; and
      vi. Does not involve the construction of a new building for residential activities.

2. Activity status: **Restricted Discretionary**

   Where:

   a. Compliance with any of the requirements of DEV1-R1.1 is not ~~cannot be~~ achieved, excluding MCZ-S1.

Matters of discretion are:

1. The matters in DEV1-P1, MCZ-P6, MCZ-P7, MCZ-P8 and MCZ-P9;
2. The extent and effect of non-compliance with MCZ-S1, MCZ-S2, MCZ-S3, MCZ-S4, MCZ-S5, MCZ-S6, MCZ-S7, MCZ-S8, MCZ-S9, MCZ-S10 and MCZ-S11;
3. The extent and effect of any identifiable site constraints;
4. Construction impacts on the transport network;
5. The extent of compliance with the Kilbirnie Bus Barns Development Plan; and
6. The availability and connection to existing or planned three waters infrastructure.

Notification status:

An application for resource consent made in respect of rule DEV1-R1.2 that complies with MCZ-S3, MCZ-S7, MCZ-S8, MCZ-S9, MCZ-S10 and MCZS11 is precluded from being either publicly or limited notified.

An application for resource consent made in respect of rule DEV1-R1.2 that results from non-compliance with MCZ-S1, MCZ-S2, MCZ-S4, MCZ-S5 and MCZ-S6 is precluded from being publicly notified.

3. Activity status: **Discretionary**

   Where:

   a. Compliance with any of the requirements of MCZ-S1 is not ~~cannot be~~ achieved.

This Appendix is operative as of 14 July 2025.

APP4 — Ngā Paerewa Haunene e Whakaaetia ana

APP4 — Permitted Noise Standards

Permitted Noise Standards

Note: The tables below provide the permitted noise limits for noise generated from activities undertaken within zones excluding fixed plant noise (see APP5) as measured within the boundary of any site within the specified receiving zones or sites. Sound levels are to be measured in accordance with New Zealand Standard 6801:2008 *Acoustics - Measurement of Environmental Sound* and assessed in accordance with New Zealand Standard 6802:2008 *Acoustics - Environmental Noise*.

Table 13 — APP4:	**Noise from activities within the:** • **Commercial and Mixed Use Zone Group (defined as listed below)** • **Waterfront Zone** • **General Industrial Zone** • **Tertiary Education Zone** • **Stadium Zone** • **Hospital Zone** • **Corrections Zone** • **Quarry Zone** • ~~**Future Urban Zone (see Note 1)**~~ • **Medium and High Density Residential Zones (see note 2)** • **Large Lot Residential Zone (see note 2)** • **General Rural Zone (see note 3)** **Shall comply with the following noise limits, as measured within the boundary of any site within the specified receiving zones, other than the noise emission site:**			
Receiving zone	**All days 7:00am to 7:00pm**	**All days 7:00pm to 10:00pm**	**All days 10:00pm to 7:00am**	**All days 10:00pm to 7:00am**
Medium Density Residential Zone	50 dB $L_{Aeq\ (15\ min)}$	45 dB $L_{Aeq\ (15\ min)}$	40 dB $L_{Aeq\ (15\ min)}$	65 dB L_{AFmax}
High Density Residential Zone	50 dB $L_{Aeq\ (15\ min)}$	50 dB $L_{Aeq\ (15\ min)}$	40 dB $L_{Aeq\ (15\ min)}$	75 dB L_{AFmax}
Large Lot Residential Zone	50 dB $L_{Aeq\ (15\ min)}$	45 dB $L_{Aeq\ (15\ min)}$	40 dB $L_{Aeq\ (15\ min)}$	65 dB L_{AFmax}
Commercial and Mixed Use Zone Group: (see Note 4) • Neighbourhood Centre Zone • Local Centre Zone	60 dB $L_{Aeq\ (15\ min)}$	60 dB $L_{Aeq\ (15\ min)}$	60 dB $L_{Aeq\ (15\ min)}$	85 dB L_{AFmax}

• Mixed Use Zone • Metropolitan Centre Zone • City Centre Zone				
Waterfront Zone	60 dB $L_{Aeq\ (15\ min)}$	60 dB $L_{Aeq\ (15\ min)}$	60 dB $L_{Aeq\ (15\ min)}$	85 dB L_{AFmax}
General Industrial Zone	65 dB $L_{Aeq\ (15\ min)}$	65 dB $L_{Aeq\ (15\ min)}$	65 dB $L_{Aeq\ (15\ min)}$	85 dB L_{AFmax}
Open Space and Recreation Zone Group: • Wellington Town Belt Zone • Natural Open Space Zone • Open Space Zone • Sport and Active Recreation Zone Hospital Zone Tertiary Education Zone Stadium Zone Corrections Zone	60 dB $L_{Aeq\ (15\ min)}$	60 dB $L_{Aeq\ (15\ min)}$	60 dB $L_{Aeq\ (15\ min)}$	75 dB L_{AFmax}
General Rural Zone Future Urban Zone	55 dB $L_{Aeq\ (15\ min)}$	55 dB $L_{Aeq\ (15\ min)}$	55 dB $L_{Aeq\ (15\ min)}$	75 dB L_{AFmax}

Note 1. Noise limits applying to activities taking place within Future Urban Zone (FUZ) Activity Areas shall be the relevant Table 13 limit consistent with the type and nature of the Activity Area specified within the relevant Development Plan (see district plan Part 3 — Area Specific Matters / Development Areas). For example, noise limits for a FUZ General Industrial Activity Area, are the same as for a General Industrial Zone elsewhere.

Note 2. Table 13 noise limits apply only in relation to noise from non-residential activities undertaken within any site located in the Large Lot Residential Zone, Medium Density Residential Zone or High Density Residential Zone.

Note 3. Table 13 noise limits for permitted activities in the Rural General Zone only apply to noise received only in the Medium Density Residential Zone. Additional noise limits applying in the Rural General Zone are set out in Table 14 below.

Note 4. Where it is impractical to measure outside the building on any site within any zone listed in the 'Commercial and Mixed Use Zone Group', measurements may be made indoors within habitable receiver rooms (with windows closed). Where indoor measurements are undertaken, compliance with the above noise limits shall be determined by adopting the above limits reduced by 15dB. Where habitable rooms have been noise insulated to protect noise-sensitive uses (including residential use), then compliance determined indoors shall not allow activities to increase noise emission levels above those that would apply if the noise insulation had not been undertaken.

Table 14 — APP4:	**Noise from activities within the:** • **Open Space and Recreation Zone Group (as listed in Table 13)** • **Commercial and Mixed Use Zone Group (as listed in Table 13)** • **Waterfront Zone** • **General Industrial Zone** • **Tertiary Education Zone** • **Stadium Zone** • **Hospital Zone** • **Corrections Zone** • **General Rural Zone** • **Future Urban Zone** • **Medium and High Density Residential Zones (see note 1)** • **Large Lot Residential Zone (see note 1)** **Shall comply with the following noise limits, as measured within the notional boundary to any building housing a noise sensitive activity in the**

	specified receiving zones:		
Receiving zone	**All days 7:00am to 8:00pm**	**All days 8:00pm to 7:00am**	**All days 8:00pm to 7:00am**
General Rural Zone	45 dB $L_{Aeq\ (15\ min)}$	35 dB $L_{Aeq\ (15\ min)}$	60 dB L_{AFmax}
Future Urban Zone	45 dB $L_{Aeq\ (15\ min)}$	35 dB $L_{Aeq\ (15\ min)}$	60 dB L_{AFmax}
Large Lot Residential Zone	50 dB $L_{Aeq\ (15\ min)}$	45 dB $L_{Aeq\ (15\ min)}$	65 dB L_{AFmax}
Note 1. Table 14 noise limits apply only in relation to noise from non-residential activities undertaken within any site located in the Large Lot Residential Zone, Medium Density Residential Zone or High Density Residential Zone.			

Table 15 — APP4:	**Noise from activities taking place in the Open Space and Recreation Zone Group (as defined in Table 13):** **Shall comply with the following noise limits, as measured within the boundary of any site within the specified receiving zones, other than the noise emission site:**			
Receiving zone	**All days 7:00am to 7:00pm**	**All days 7:00pm to 10:00pm**	**All days 10:00pm to 7:00am**	**All days 10:00pm to 7:00am**
Medium Density Residential Zone	55 dB $L_{Aeq\ (15\ min)}$	55 dB $L_{Aeq\ (15\ min)}$	45 dB $L_{Aeq\ (15\ min)}$	75 dB L_{AFmax}
High Density Residential Zone	55 dB $L_{Aeq\ (15\ min)}$	55 dB $L_{Aeq\ (15\ min)}$	45 dB $L_{Aeq\ (15\ min)}$	75 dB L_{AFmax}
Large Lot Residential Zone	55 dB $L_{Aeq\ (15\ min)}$	55 dB $L_{Aeq\ (15\ min)}$	45 dB $L_{Aeq\ (15\ min)}$	75 dB L_{AFmax}
Commercial and Mixed Use Zone Group: (as defined in Table 13)	60 dB $L_{Aeq\ (15\ min)}$	60 dB $L_{Aeq\ (15\ min)}$	60 dB $L_{Aeq\ (15\ min)}$	85 dB L_{AFmax}
Waterfront Zone	60 dB $L_{Aeq\ (15\ min)}$	60 dB $L_{Aeq\ (15\ min)}$	60 dB $L_{Aeq\ (15\ min)}$	85 dB L_{AFmax}
General Industrial Zone	65 dB $L_{Aeq\ (15\ min)}$	65 dB $L_{Aeq\ (15\ min)}$	65 dB $L_{Aeq\ (15\ min)}$	85 dB L_{AFmax}
Quarry Zone	65 dB $L_{Aeq\ (15\ min)}$	65 dB $L_{Aeq\ (15\ min)}$	65 dB $L_{Aeq\ (15\ min)}$	85 dB L_{AFmax}
General Rural Zone Future Urban Zone	55 dB $L_{Aeq\ (15\ min)}$	55 dB $L_{Aeq\ (15\ min)}$	55 dB $L_{Aeq\ (15\ min)}$	75 dB L_{AFmax}

Table 16 — APP4:	**Port Noise emitted from activities within the Port Zone must not exceed the following limits:**	
At any point on land at, or beyond the Port Noise Control Line: noise from port related activities must not exceed these levels	**Day-night 24-hour periods**	**Night time (10pm to 7am)**
	65 dBA L_{dn} (5 day) 68 dBA L_{dn} (1 day)	60 dB $L_{Aeq\ (9\ hr)}$ 65 dB $L_{Aeq\ (15\ min)}$ 85 dB L_{AFmax}
Note: Measurements must be made in accordance with the requirements of NZS 6801:2008 *Measurement of environmental sound* and NZS6809:1999 *Port Noise Management and Land Use Planning*.		

This Appendix is operative as of 14 July 2025.

APP5 — Ngā Paerewa Haunene mō ngā Tipu Pūmau

APP5 — Fixed Plant Noise Standards

Fixed Plant Noise Standards

Note 1: ~~The tables below set out limits for noise generated by fixed plant as measured within the boundary of any site within the specified receiving zones.~~ Sound levels to be measured in accordance with New Zealand Standard 6801:2008 *Acoustics - Measurement of Environmental Sound* and assessed in accordance with New Zealand Standard 6802:2008 *Acoustics - Environmental Noise*.

Note 2: Where it is impractical to measure outside the building on any site, measurements may be made indoors within habitable receiver rooms (with windows closed). Where indoor measurements are undertaken, compliance with the noise limits shall be determined by adopting the limits reduced by 15dB.

Table 22 — APP5:	**Noise emitted by fixed plant located on any site must not exceed the following limits at any point within any other site in the following receiving zones:**		
Receiving zone	**All days 7:00am to 10:00pm**	**All days 10:00pm to 7:00am**	**All days 10:00pm to 7:00am**
High Density Residential Zone Medium Density Residential Zone	45 dB $L_{Aeq\ (15\ min)}$	40 dB $L_{Aeq\ (15\ min)}$	65 dB L_{AFmax}
Table 23 — APP5:	**Noise emitted by fixed plant on any site must not exceed the following limits within the notional boundary of any building housing a noise sensitive activity in the following specified receiving zones:**		
Receiving zone	**All days 7:00am to 8:00pm**	**All days 8:00pm to 7:00am**	**All days 8:00pm to 7:00am**
General Rural Zone Large Lot Residential Zone	45 dB $L_{Aeq\ (15\ min)}$	35 dB $L_{Aeq\ (15\ min)}$	60 dB L_{AFmax}

Table 24 — APP5:	**Noise emitted by fixed plant located on any site ~~within the following zones, shall~~must not exceed the stated noise limits at the outside wall of any building on any site, other than the site from which the noise is emitted:**	
Receiving zone	**At all times**	**All days 10:00pm to 7:00am**
General Industrial Zone Quarry Zone	65 dB $L_{Aeq\ (15\ min)}$	85 dB L_{AFmax}
Commercial and Mixed-Use Zone Group:	55 dB $L_{Aeq\ (15\ min)}$	75 dB L_{AFmax}

(as defined in APP4 Table 13) Hospital Zone Tertiary Education Zone Stadium Zone Waterfront Zone		

APP17 – Ngā Hononga Wai e Toru

APP17 – Three Waters Connections

Where this Appendix refers to Wellington Water Ltd, it also applies to any future entity that manages Wellington City's reticulated water, wastewater or stormwater networks.

1. *Stormwater*

1.1 General Requirements

1.1.1 Climate change

All systems must be designed to accommodate the predicted impacts of climate change in terms of hydrology (refer to the Wellington Water Ltd Reference Guide for Design Storm Hydrology, which is available on the Wellington Water Ltd website) and design sea levels allowing for climate change and predicted land subsidence to 2130 as in Table 1 below.

Commented [Lisa1]: Recommend must not shall, unless there is a good reason for shall

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Table 1 – Design sea levels allowing for climate change

Mean high water springs (NZVD2016) (m)	0.537 m
+ Projected sea level rise (m)	1.23 m
+ Land subsidence (m)	0.47 m (York Bay)
+ Barometric allowance (m)	0.25
= Design sea level (NZVD2016) (m)	**2.49**

1.1.2 Primary system level of service

The primary system typically comprises piped drainage systems, formed drainage channels and soakage systems. Each system is to be designed:

a. To accommodate the design storm to a set level of service as defined by the annual exceedance probabilities (AEPs) listed in Table 2.
b. To the General Catchment Level of Service, and then demonstrate that the roads, sections and other considerations internal to the catchment are not inundated when the general catchment is subjected to the assigned internal event for each consideration.
c. The catchment is the entire drainage area above the design point of concentration.

Table 2 – Primary level of service (AEP)

General catchment level of service	
Residential	10%
Commercial/industrial	10%
Rural/rural residential	10%

Internal level of service for roads	
Primary arterial	1%
Secondary arterial	5%
Local/minor	20%
Bridges	2%
Internal level of service for sections	
Open space/reserve	50%
Private yards	50%
Car parks	20%
Internal level of service for others	
Where no secondary path is available	1%
Key public facilities, hospitals, substations etc.	1%
Wastewater disposal fields	**5%**

1.1.3 Secondary system level of service

The secondary system comprises secondary flow paths typically overland and along carriageway surfaces. The secondary systems must:

a. Follow the required level of service for secondary systems as outlined in **Table 3**.
b. Follow the maximum stormwater flow depths and velocities for access roads as outlined in **Table 4**.

Table 3 – Secondary system level of service

Building floors	***Design Storm Event (AEP)***
Housing and communal residential and communal non-residential	1%
Commercial	1%
Industrial	1%
Rural residential	1%
Roads	***Design Storm Event (AEP)***
Primary arterial*	1%
Secondary arterial*	5%
Local/minor*	20%
Bridges and major culverts	1%

* Flooding is allowed at these levels of service, but the road must be passable by light vehicles. The table below indicates acceptable depths and flow velocities as measured at the road centreline.

Table 4 – Maximum stormwater flow depths and velocities for access roads

	Max depth	Max velocity
Primary/secondary arterial road	0.1 m	2 m/s
Local/minor road	0.2 m	2 m/s
Steep local/minor roads	0.1 m	3 m/s
Walkways only	0.4 m	1 m/s

1.1.4 Secondary flow path

A secondary flow path is the path the stormwater would take if the primary drain was rendered inoperable or is overwhelmed by a flow exceeding the drain's design capacity. The secondary flow path must:

a. Be shown on the submitted design and subsequent as-built plans, including demonstrating that existing and proposed dwellings are not affected by the secondary flow during the design secondary storm event.
b. Include a secondary inlet (if required by Wellington Water Ltd) where the primary drain's capacity is large and the consequence of overflow is great (primary flow is greater than secondary flow path capacity).
c. Convey the secondary system level of service event, less the design capacity of the primary system, regardless of secondary intakes.

1.2 Private Connections

1.2.1 Lateral connections to the public stormwater network

The following applies to lateral connections to public mains:

a. Private connections must be a minimum size of 100 mm nominal diameter.
b. Each proposed dwelling on a lot must be serviced by a separate connection to the public system, except that:
    i. Unit-titled developments are exempt from this criterion and may be serviced by a single, suitably-sized connection.
c. Each connection must be capable, as a minimum, of conveying the design level of service.
d. Industrial and commercial lots must have a minimum nominal diameter of 150 mm and must connect to a public stormwater pipe.
e. Connections provided to lots must be at sufficient depth so that they can be extended to the building platform in a manner compliant with the NZBC.
f. Where the connection is to an empty lot, the terminal connection must be:
    i. Laid at least 1 m inside and within the boundary of the property.
    ii. End in a method that can accept an approved spigot.
    iii. Pipe colour-coded green, ensuring that if paint is used any rubber ring gap is taped over to protect it from the paint.
    iv. Be blanked off or sealed with a removable cap colour-coded green.
    v. Be marked with a securely embedded H4 treated timber post, with at least 600 mm protruding above ground, and the top 100 mm painted green.
g. Connections larger than 150 mm must be connected to the public system via a manhole only. Connections must be made at angles 90 degrees or less to the direction of the flow.
h. Connections 150 mm or less can be made directly to a stormwater main using one of the methods listed in Table 5 below.

Table 5 – Acceptable connection methods

Public main Material	**Acceptable method**
PVC	PVC Y-junction with rubber ring joint slip couplers
PE100	Electrofusion PE100 Y-saddle or Y-junction
Earthenware or concrete	Proprietary Y-junction with mechanical elastomeric metal banded couplers
Twin wall polypropylene	Twin wall polypropylene
AC and other pipe materials	AC and other pipe materials

i. Connections must not be made to a public pipe deeper than 3.5 m to the crown.

j. A private connection cannot cross an adjacent property without the permission of the adjacent property owner. Where permission is obtained, in writing, an easement must be obtained in favour of the connection's lot.

2. *Wastewater*

2.1 General Requirements

2.1.1 Level of service

The wastewater network must:

a. Consist of an underground piped reticulation system where an adjacent public reticulation is available.

b. Be of capacity suitable for carrying peak flows anticipated during the lifetime, without surcharge and with due allowance for ground and surface water infiltration and inflow.

c. Be designed to minimise blockage and sediment deposition.

g. Adequately convey wastewater to an approved discharge point.

h. Not be connected to the stormwater network. Wastewater systems must be designed and constructed to minimise the risk and extent of stormwater inflow and infiltration.

i. Be designed to prevent floodwaters entering the network where the wastewater network is within a flood plain, or secondary flow path.

j. Gully traps must be installed at a level that:

i. prevents unwanted wastewater discharge by being a minimum of 150 mm above the nearest opening (e.g. manhole) in the wastewater network; and

ii. prevents stormwater inflow by being above the 1% AEP flood event level, or at the minimum clearance allowable by the New Zealand Building Code based on the overflow level of the lowest plumbing fixture.

2.1.1.1 Population

The following applies to the population for wastewater design:

a. The population to be used for wastewater design in typical residential developments must be based on a people per dwelling basis.

b. Where the proposed number of dwellings cannot be determined, the minimum density per hectare (ha), outlined in Table 6, must be adopted.

Table 6 – Residential development population density

	Population per dwelling	Minimum density people per ha*
Outside the City Centre Zone	3.1	General Residential Zone or Medium Density Residential Zone – 140 High Density Residential Zone – 400 Metropolitan Centre Zone, Local Centre Zone or Neighbourhood Centre Zone - 1200
City Centre Zone	3.1	400/ha of floor area**

* Gross area including streets but excluding reserves.

** Assuming 3 m between floor levels, the building heights at the height thresholds specified in CCZ-S1, and 80% site coverage. Ninth floors and above can assume 50% occupancy.

2.2 Private Connections

2.2.1 Lateral connections to the wastewater network

The following applies to lateral connections to the wastewater network:

a. Each proposed dwelling on a lot must be serviced by a separate connection to the public main, except that:
    i. Unit titled developments are exempt from this criterion and may be serviced by a single, suitably sized connection.
b. Connections provided to lots must be at sufficient depth that they can be extended to the building platform in a manner compliant with the NZBC.
c. Minimum grades for private connections up to the property boundary must be as outlined in Clause G13 of the NZBC, but with a minimum grade of 1:60.
d. A minimum nominal diameter for a lateral connection must be 100 mm.
e. Laterals must be no lower than 600 mm at the boundary.
f. An inspection eye must be installed at the property boundary, comprised of:
    i. Proprietary inspection chamber with minimum 150 mm riser and screwcap fitting within:
        1. Manifold box with red lid marked ‘SS’ in non-trafficable areas, or
        2. Ductile iron lamp-hole frame and cover on a concrete footing
    ii. On steep property boundaries with an exposed lateral pipe, the inspection eye may be replaced with a sealed inspection junction point.
g. Connections must be made at a manhole in the following situations:
    i. Where the lateral connection is 225 mm or greater.
    ii. Where the public main is identified as a trunk main, either on existing GIS network plans or as required by Council.
h. Connections, must not be made to a sewer pipe deeper than 3.5 m to the crown, and instead:
    i. A lower public branch sewer must be provided to collect private connections before joining the deeper main at a manhole.
i. Where the connection is to an empty lot, the terminal connection must be:
    i. Laid at least 1 m inside and within the boundary of the property.
    ii. End in a method that can accept an approved spigot.
    iii. Pipe colour-coded red, ensuring that if paint is used any rubber ring gap is taped over to protect it from the paint.
    iv. Be blanked off or sealed with a proprietary removable cap colour-coded red.
    v. Be marked with a securely embedded treated timber post, with at least 600 mm

protruding above ground, and the top 100 mm painted red.

j. A private connection cannot cross an adjacent property without the permission of the adjacent property owner. Where permission is obtained, in writing, an easement must be obtained in favour of the connection's lot.

3 Water Supply

3.1 General Requirements

3.1.1 Functionality

The functionality of the water supply system must achieve the following:

a. The network must provide firefighting flows and pressures in compliance with SNZ PAS 4509, and during firefighting scenarios, the pipeline pressure in elevated areas of water distribution zone must remain positive.

b. Customer connections must not be directly to a trunk main.

c. Pressure to all customer points of supply, in a reticulated network, must be provided by gravity from a public storage reservoir.

3.1.2 Levels of service

3.1.2.1 Network pressure

Pressures in the network must comply with the following clauses:

a. The maximum pressure in any part of the water supply network must not exceed 90 m head of pressure.

b. The minimum pressure available at the downstream outlet of the point of supply must not be less than those set out in Table 7.

c. The minimum pressure must be the pressure available immediately downstream of the point of supply when the property is continuously drawing water.

d. The water supply network must be capable of providing the minimum levels of service at peak demand, as calculated in Section 3.3.1 Peak demand.

e. Where the water pressure is less than 10 m head of water at the final level on the building platform, a private boosting pump station may be permitted provided pressures compliant with Table 7 can be achieved at the point of supply.

   i. Such pump stations must be sized so that they cannot deliver flows and pressures greater than the specified minimum levels of service at the final level of the building platform.

   ii. The pump station must be fitted with an approved double-check valve to prevent backflow from the property into the water supply.

   iii. A private booster station serving multiple lots must have the facility to connect a standby generator.

f. Fire suppression sprinkler systems (whether commercial or residential) may have a flow and pressure requirement greater than these minimum standards.

g. It is the designer's responsibility to demonstrate that the public network can supply the sprinkler system's flow and comply with all relevant standards.

Table 7 – Mandated levels of service for pressure at point of supply

Maximum pressure*	Minimum pressure**	Comment
90 m	25 m	10 m minimum pressure may be accepted for highest properties adjacent to reservoir

* Gauge pressure as measured at any point in the public network.

** As measured during peak demand flow assuming reservoir level is at the reservoir floor (bottom water level)

3.1.2.2 Reservoir volume

The water supply reservoir must have sufficient storage capacity to achieve the storage volume outlined in Table 8.

Table 8 – Mandated levels of service for storage volumes

Method	Storage (L/person)	Scenario
1	700	Where actual consumption is not known such as new developments
2	2 x Average Day Demand	Used when demand statistics are available from Wellington Water Ltd. The designer to target the greater of the volume determined by each method. Consult with Wellington Water Ltd to determine critical users and their consumption.
3	Maximum Day Demand + 20% + SNZ PAS 4509 firefighting requirements	
4	(20 L/person/day for 23 days + critical users allowance) x 1.43	

3.1.2.3 Firefighting flows

Firefighting flows must be as outlined in the latest revision of SNZ PAS 4509. Compliant pressures must be calculated with the firefighting flows being delivered simultaneously during a two thirds (2/3) peak demand period on a maximum demand day.

3.2 Private Connections

3.2.1 Residential Service Connections

The following applies to residential service connections:

a. Each residential dwelling on a lot, proposed, anticipated or otherwise, must require a separate, single potable service connection from the public main up to and including the agreed point of supply.
    i. Unit titled developments are exempt from this requirement in a) and may be serviced by a single suitably sized service connection.
b. Front sections (or dwelling units with individual street frontage) must have the point of supply located adjacent to the street boundary.
c. For properties supplied from a public main in a right-of-way or private land, the service valves must be located in a shared property.
d. Service valves (or meters) must not be located in driveways or on-site vehicle parking and manoeuvring areas.

3.3 Commercial Service Connections

Each commercial property on a lot, proposed, anticipated or otherwise, must:

a. Require a separate, single potable service connection from the public main up to and including the agreed point of supply
b. Have the size, depth of cover and material of the service pipe and the connection comply with the requirements of Regional Specification for Water Services

3.3.1 Backflow Prevention

The following applies to backflow prevention:

a. Where required, backflow preventers must be installed, appropriate to the hazard classification of the user type.
b. The backflow prevention device must comply with NZBC and AS/NZS 2845.1.

c. All commercial and industrial services must require a testable backflow preventer installed downstream of the service valve and meter and as close as practicable to the point of supply.
    i. A second shut-off valve must be installed on the downstream side of the back-flow preventer and meter to allow the backflow preventer to be isolated for maintenance purposes.
d. All fire service connections require a double check detector check backflow prevention device.
e. Requirements for access and easements must be considered.
f. Wellington Water, at its discretion, may also request additional backflow prevention to meet their obligations under the Health (Drinking Water) Amendment Act.

This Schedule is operative as of 14 July 2025.

SCHED4 — Ngā Wāhi Mātai Whaipara Tāngata

SCHED4 — Scheduled Archaeological Sites

Scheduled Archaeological Sites

DP Ref #	Address	Name	Legal Descriptions	Protection required	Values	Link	HNZPT #	NZAA Ref #
1	260 Massey Road, Maupuia 6022	Kau Point Battery, Motu Kairangi / Miramar Peninsula	Pt Sec 2 Watts Peninsula District	Proposed extent approximately 0.3 hectares and includes the gun pit, casemate and ammunition store, fire command post and telephone room	A,B,C,E,F	NZTM E1753388 N5427461 [estimated central point of gun pit]	Kau Point Battery Category I Historic Place, No. 7542	R27/168
2	1. Shelly Bay Road, Moa Point Road and 13 Ropa Lane 2. 69 Moa Point Road	Miramar Tunnels	1. Road Reserve, Lot 2 DP 43969 SEC 86 WATTS PENINSULA 2. GAZ 90/144 SEC 1 (AREA A) SO 35818 SEC3 (AREA C) SO 35088	1. Burnham Water Drainage Tunnel(s), Shelly Bay Road 2. Moa Point Tunnel, Moa Point Road ~~First drains (or tunnels) (1849) in road reserve, Shelly Bay Road.~~ ~~2. Second drain (after first in 1849) along Moa Point Road, in base of headland opposite sculpture of piled rocks. Also in road reserve.~~	A,B,C,E,F	~~Easting 175 1664 Northing 542 4785 and 5424776~~ 1. NZTM E 175 1658, N 542 4772 2. NZTM E 175 1660, N 542 1714	Not listed	1. R27/461 2. R27/460
3	Waiapu Road, Karori	Karori Goldmining complex	Part Lot 66 DP 1871, Part Section 32, Karori District, Part Lot 1 DP 313319	The known and probable mines and features associated with the prospecting activities of the Golden Crown, Union, Baker's Hill and Morning Star companies and the	A,B,C,E,F	1746597 N5427027	Not listed	R27/201 R27/713 R27/714 R27/715 R27/716

				Wellington Prospecting Association (1881) recorded as archaeological sites: R27/201, R27/713, R27/714, R27/715 and R27/716 (mine entrances, vent shafts, adits). This extent should include a 20m buffer around known features and be expanded to include other, as yet unidentified mining-related features if and when they are located.				

Values descriptions
A: Historic values: Themes, Events, People, Social
B: Physical values: Archaeological, Architectural, Townscape, Group, Surroundings, Scientific, Technological, Integrity, Age
C: Social values: Sentiment, Recognition, Sense of place
D: Tangata whenua values
E: Rarity
F: Representativeness

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Appendix Character Precincts

Residential Design Guide



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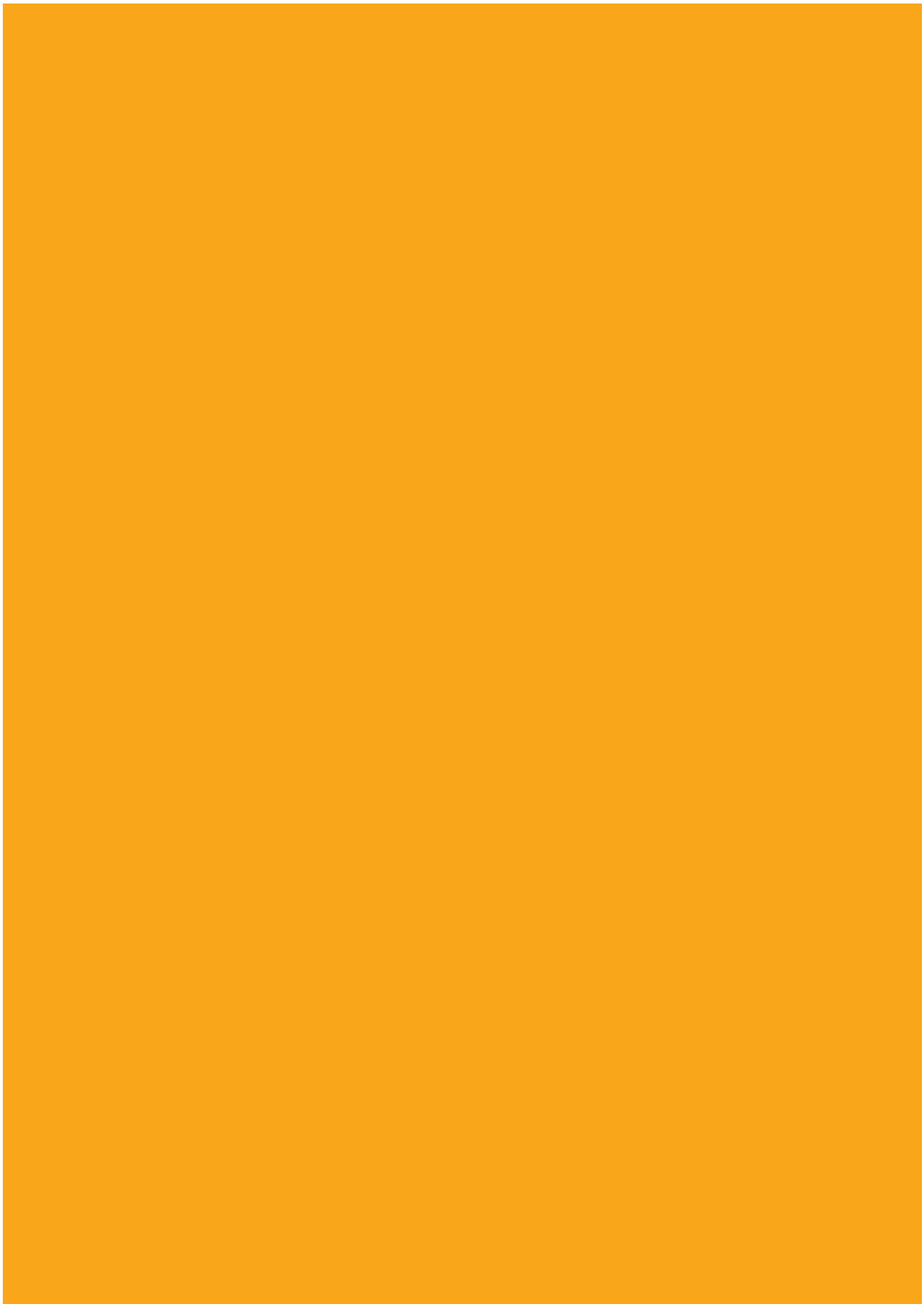


Introduction

Application

This design guide should be read in conjunction with the objectives and policies contained in the following District Plan chapters and sections:

- High Density Residential Zone
- Character Precincts

Situated in Wellington's inner suburbs are six areas known and valued for their streetscape character. These areas have been identified as having concentrations or observable patterns of both site-specific and streetscape level attributes that form a collective streetscape. The following suburbs contain these areas, known as character precincts.

- Thorndon
- Mount Victoria
- Aro Valley
- Mt Cook
- Newtown
- Berhampore
- Lower Kelburn

For the purposes of this Design Guide, the term 'character' has been defined as a concentration of common and consistent natural and physical features and characteristics, that collectively combine to establish the local distinctiveness and identity of an area, and that contribute to a unique 'sense of place' when viewed by the public at large from the street or other public spaces.

These contributory features and characteristics are a combination of buildings and features in both public and private ownership, and are typically comprised of a combination of the following:

Streetscape attributes:

- Topography (the shape of the landform)
- Natural Character (open space, parks, street trees)
- Siting (Front yard setbacks, alignment and orientation to the street, side and rear yards)
- Vehicle Access and Parking

Site level attributes:

- Building Scale and type (height, width, number of storeys, size of building footprint)
- Building Frontages and Façade Treatment (Entrances, materials, roof form)
- Building Age and Style (where there is a strong streetscape or townscape character defined by building age and style)

In some areas, architectural consistency contributes to the overall character values and quality, while in other areas, character values are derived from architectural diversity with a general consistency in one or more other matters. The focus of these values is on the local streetscape and how the nature of either consistency or diversity creates a distinctive outcome.

The role of the design guide

This Character Precinct Design Guide provides information about the common patterns evident within each of identified areas and is intended to be used when considering new development proposals as outlined in the Character Precincts section of the High Density Residential Chapter in the District Plan.

The Design Guide does not seek that new development replicates established patterns or particular design types and architectural styles, or prescribe specific design solutions. Rather, it offers a flexible framework within which designers and developers can work. This guidance is to assist the integration of any development into the context and complement the area's character.

Character Overview

Streetscape Character:

Topography

Some areas are highly defined by their response to the topography of the area, and dwellings located on hillsides may be oriented to take advantage of views, openness, and/or uninterrupted sunlight. Where streets have a high edge and a low edge, houses on the high edge are often elevated and appear taller with a strong street presence and many have retaining walls with stairs leading up to the house and, sometimes, garages below. In contrast, the lower edge of the street is often characterised by being able to view only a single storey or roof of a house from the street, with low front boundary fencing and shallow front yards.

Topography can also define or conflict with street patterns. Typically, older areas were laid out in a grid pattern, even on the steeper land, resulting in steep streets and 'stacked' houses, tightly configured and staggered uphill. Discontinuous streets connected by pedestrian accessways are common, where the slope has been too steep for road building. Other Streets, such as Aro Street, follow the valley floor, with adjoining streets running up the slope.

Guiding principles for topography:

- New development should take cues from others in the neighbourhood when considering an appropriate response to earthworks, retaining structures, access methods and the way new buildings are accommodated with the landform.
- Where existing development is predominantly oriented in a particular direction due to topography or views, new development should reference this.
- Where the pattern of building tops or roofscape is visible from above, new development should complement existing patterns of roof plane size, slope and materials.

Natural Character:

Areas such as the Town Belt, the Wellington Botanical Gardens, and Zealandia provide visual separation between residential areas, provide recreation, and are quality amenity space for suburbs. Where views are an important characteristic of an area or site, large trees may be less frequent to allow for unobstructed views. Streets that have a high and low edge typically have vegetated berms between the footpath and dwelling where the site falls steeply from the road. Vegetation on the higher edge of a road is often more varied, and in some instances an important feature to retain as it can break up the hard edge of any retaining walls.

Small front gardens are important street frontage elements, present in most dwellings, enhancing their 'public face'. On many sites with flat topography, front yards are delineated by low fences.

Guiding principles for natural character:

- New development should follow the local pattern of frontage presentation to public places.
- Front boundary fences should retain a view of the house and any front yard from the street. Tall fences that fully enclose front yards are unlikely to be considered compatible within character precincts.

Siting

The arrangement of building frontages provides visual definition and sense of enclosure to streets. Houses are generally located toward the fronts of sites, leaving open space to the rear. Many buildings also have rear yards with mature vegetation, and small well landscaped front gardens.

Many character precincts are also characterised by development with minimal side yards. The exception to this pattern usually occurs in multi-unit developments or adjacent to 'rights of way'. While side yard dimensions vary, the separation distance between a lot of buildings is between 1.2 and 2.4m. Additionally, the character areas usually exhibit a high degree of consistency between the relationship of buildings to each other, with long stretches of buildings with consistent alignment and orientation being common.

Guiding principles for siting

- Additions and new development should maintain front yard setbacks where this is a defining feature of the streetscape. Where setbacks are more varied, it may be suitable to take the shallower setback for reference to achieve a stronger street frontage.
- Narrow side yards may be able to be supported if this is more in keeping with local patterns.
- Front elevations should be oriented towards the street.
- For developments on corner sites, buildings should respect local patterns of setback and orientation of primary elevations, and the typical detailing of visible secondary/side elevations.
- Where new development fills in space at the front of a site, the alignment of adjacent properties will be considered important.
- Pedestrian access should be separated from any vehicle access.

Vehicle Access and Parking

Many properties within the character precincts were constructed when there were considerably lower rates of private vehicle ownership. As a result, frontages are not usually designed or developed to accommodate parking.

The desire for off-street carparking has compromised the original pattern of site frontages and the amount of space for vegetation on some streets within character areas. Where several adjacent or opposed frontages have been altered for use as carparking, the impact on the predominant character of the streetscape is often considered to be poor and not to be further replicated, particularly if extensive paved surfaces have been installed. Where the paved surfaces have been limited to one car space and the paving treatment is detailed to give the appearance of a landscaped courtyard, this has had less impact on the character of the streetscape.

Guiding principles for vehicle access and parking

- Any on-site car parking should not detract from the streetscape quality of a Character Precinct, and multiple garages or parking spaces will usually be discouraged.
- Where there is space for parking in front yards and developing front yard parking would not detract from or dominate the appearance of the house or site, this should be minimal and incorporated into good quality landscaping treatment of the space. Large expanses of concrete or hard paving will not be considered a positive outcome.
- Where building height is relatively consistent, lifting up houses to accommodate basement parking will not be considered a positive outcome.
- Garages and parking spaces with 'single' presentation will be favoured over wider entries.
- Pedestrian entry to houses must not be disrupted or dominated by parking areas.

Site Specific Character

Building Scale and type

Building scale includes characteristics such as building height, building width, number of storeys, and size of building footprint.

The character of some streets or areas may be defined by building types, or typologies. Building typologies include detached dwellings, semi-detached dwellings, terraced dwellings, and apartments, which can have a direct influence on the overall mass and scale of buildings and the visual impact they have on the streetscape. Detached and semi-detached dwellings are the predominant building typology in the character precincts, but particularly on the lower slopes of Mt Victoria there are a number of apartment buildings that impact streetscape patterns, including building scale and frontage treatments.

More modern multi-unit developments are generally interspersed throughout character precincts. Typically, these developments are taller than the neighbouring buildings and larger in plan area, particularly where the plan configuration has not been related to the characteristic scale of the adjacent detached houses. This housing type also tends to have more emphasis on accommodating vehicles, which can sometimes result in uncharacteristic or visually dominant parking arrangements which don't contribute positively to the local area.

Also interspersed throughout the character areas are other non-residential uses such as shops, workshop premises and other businesses. Where these occupy older buildings they tend to be located very close to the footpath edge, however some also occupy buildings originally constructed as dwellings and present to the street in a way more typical of other surrounding houses.

Guidance for Building Scale and Type

- When designing for multi-unit development or larger buildings in character precincts, consider how the scale of buildings (or architectural features) can relate to the scale of neighbouring properties.
- Use modulation of building forms and footprints and stepping back portions of the building to create primary and secondary elevations to emphasise a building width and matching existing patterns of building frontages.
- Where new development will be noticeably taller than other dwellings on a street with relative consistency of building heights, arrange the taller portion of the building to respect a consistent primary building form along the street edge.
- Where there is diversity of building scale within the streetscape, seek to design new development or additions to be within the general parameters of diversity, rather than responding to any less predominant features or developments.
- Proposed new roof forms should be sympathetic with traditional roof forms evident within the area.

Building Frontages and Façade Treatment

Buildings typically display a strong street orientation with gables and vertically oriented windows facing the street. Bay windows are common, and front entries are either prominent on the front elevation or located halfway along a side elevation. Most of the single storey dwellings are simple in form and modestly articulated with eaves and brackets typical of the period of their construction. Two-storey and larger dwellings are often more ornately detailed, especially on the front elevation.

Painted weatherboards (plain or rusticated) and corrugated iron are typical for exterior walls, with corrugated iron being the predominant roofing material. There are also several small clusters of original brick houses, built in the first decade of the 20th century as part of the local brickworks. White picket fences are commonly seen along site frontages in many character areas.

Guidelines for Building Frontages and Façade Treatment

- New buildings should be designed to avoid a blank façade on any site frontages.
- Door and window proportions and placement should respect predominant patters of orientation, symmetry and window patterns.
- Windows and doors that present as punctuated openings within larger expanses of wall will be preferred in locations where these elevations are visible from public places. Large expanses of glazing in visible locations will not be considered a positive outcome.
- Where additional building storeys can be included that may not align with adjacent patterns within the character precinct, care should be taken with façade proportions, building shape and placement of openings to ensure buildings still have a locally compatible scale on visible elevations.

Building materials should be respectful with regard to neighbouring properties and should not detract from or dominate them. Modern materials should be considerate of local patterns of orientation and type, and the profile and detailing of exterior features such as window frames and doors, balustrades and roofing should be carefully considered and not substantially different from local patterns. Front fences should not unreasonably obstruct views of houses from the street, should typically be made of wood, and create or maintain separate pedestrian access to a house from any vehicle access.

Building Age and Style

The age and style of residences and other buildings can have a strong influence on character. Residence age and style can be closely correlated, with residences of any era often having a limited range of styles. For example, late 19th century residences are typically Victorian in style. Both the range of residential ages and styles, and the consistency of styles within an area affects the overall character of a place.

Not all dwellings in character areas are original, and many original buildings have been altered over time with the original design no longer strongly influential on the defining the building's character. However, there will usually still be character elements evident, such as setback, spacing, size or building placement. Additionally, some buildings in character precincts may for the protection of its heritage values, which is building age and style.

New development is evident in character areas, and where this has been done successfully it is because there is respect for the mass, scale, setbacks and detailing of neighbouring dwellings - which is often influenced by their age. This also applies to additions and alterations to buildings in character precincts, and particularly where upgrades to meet modern living standards are being undertaken. Such buildings stand as good examples of how new development can be integrated to complement or repair streetscape and townscape character.

Demolition of buildings or removal of original building fabric can have a significant impact on the streetscape of a character precinct, especially where visible from the street and public spaces. Over time, the cumulative impact from loss of original fabric can be detrimental to the streetscape values. Applications that involve the loss of original building elements and features will require additional consideration and assessment.

Guidelines for Building Age and Style

- Where development is taking place adjacent to a listed heritage building or object, or within a heritage area, consideration must be given to respecting the values of the heritage listing and not dominating or overwhelming any valued heritage items.
- Where new development will sit alongside buildings with a high degree of originality or architectural consistency, relate the design, form and siting of new development to prevailing features within the context.
- When adding to an older or original building, maintain an understanding of the old and new parts of a building and ensure any additions do not become visually dominant or overwhelm the original building, particularly in locations where there is highly consistent streetscape or townscape character.
- When altering an older or original building, maintain a visual understanding of the original size, shape and features of the building. Any modern upgrades to older buildings should be carefully considered to ensure they remain sympathetic to the original design.
- The design of any new garages should not attempt to replicate the age or style of a building that would have existed before cars. Garages and parking spaces should always be visually subservient to the original building.

Thorndon

Thorndon's distinctive character is an important part of Wellington's collective identity. Thorndon has city-wide significance, a unique atmosphere and a strong sense of place.

Thorndon neighbours the north-west fringe of the City Centre. A high proportion of original buildings remain in Thorndon, and inner-city residential housing constructed prior to and around the turn of the 20th century is prominent. A significant number of buildings have heritage status and the Thorndon shops are in a Heritage Area, indicating the wider area's importance to the city and townscape. As a result, Thorndon conveys a strong sense of history that adds to the City's collective memory.

The compact layout, relatively consistent form and defining topography within this part of the suburb, combine to give it a dense urban character, and its location close to the central city, contributes to it being highly accessible. It is supported by a neighbourhood centre on Tinakori Road, with the shops and their continuous, traditional Victorian frontages and verandahs adding to the overall character and intimacy of the area while providing a range of local services.

Most of the Thorndon Area lies within character precincts. Notable exceptions are the area to the north of Cottleville Terrace, the central part of Grant Road and previous industrial area around Malcolm Lane, Harriett Street and a small area to the west of the Tinakori Road shops. The amount of Thorndon included in the character precinct rather than excluded from it signals the importance of this area due to intactness of character in the building stock.

In addition to the general character patterns, attributes that are specific to the Thorndon Character Precinct to be taken into consideration when reviewing development in this area, include:

Streetscape attributes:

- Thorndon is based around a street grid which originates from Tinakori Road. Buildings are uniformly and strongly aligned with the street edge and grid.
- Te Ahumairangi Hill, with its mature and regenerating vegetation, provides a strong visual backdrop to both the suburb and the central city.
- The area includes both relatively flat areas and steeply sloping streets. When the topography is generally steeper (such as the areas south of Harriet Street) there are often a wide range of site sizes which may be rectilinear but may also include considerable variation in plan proportions in response to topography.
- There is also a variable arrangement of buildings on hill slopes, and a complex and intricate roofscape which is often visible from public streets and nearby open spaces.
- Where the topography is flatter there is often more regularity to site proportions, but there can still be wide diversity of house size and design and more expansive spacing with gardens around houses.
- There are a number of narrow streets and lanes with a more enclosed aspect and intimate feel.
- Trees typically play a secondary role in defining the street edge except in steeply sloping areas.
- Garages are relatively rare, particularly at or near the street edge of sites. Some front yards have been developed to accommodate parking spaces, however this is often not a positive contribution to streetscape.
- Most houses have narrow front yards with private gardens. These are often enclosed by low or picket fences, making houses a primary visual contributor to streets.

Site level attributes:

- The area contains a high proportion of original buildings, many of which have a high degree of architectural originality on the exterior. Within the precinct there are also a number of buildings with listed heritage status.
- Buildings are uniformly and strongly aligned to the street edge and grid. However, there is significant diversity of setbacks in the area to the west of Tinakori Road and south of Harriet Street.
- There is some variation in architectural style, but Victorian and/or Edwardian villas and cottages predominate.
- The majority of houses are one to two storeys. Houses with more than two storeys can be seen particularly on steep sites, and basement parking for some houses makes them look taller than two storeys.
- Setbacks are consistent along rows of houses. Cottages and narrow villas are usually located closer to the front site boundary, with larger houses typically set further back with deeper front yards. Shallow front yards are frequently decorative rather than being used actively for outdoor living areas.
- Exterior walls are typically painted rusticated weatherboard, and windows (either casement or sash style) have wooden frames.
- Roofs are predominantly clad in corrugated iron. Cottages with second levels sometimes have dormer windows within the roof form.
- Houses usually have strong street orientation with gables, bays and entries facing the street.
- On-site carparking is either non-existent or is located next to or behind dwellings. On-site parking of more than one car width is rare, but cars are sometimes parked end-to-end.

Mt Victoria

Mt Victoria - along with Mt Cook and Brooklyn – is one of the suburbs enveloping the central city creating an 'amphitheatre-like' effect. It is also the most visible inner-city residential suburb from a range of viewpoints due to its setting and topography. The Town Belt is a defining feature of the area, providing a green focal backdrop as well as important open space and recreation opportunities.

The Mt Victoria Precinct has visual unity and coherence based on the character of its original buildings. This coherence is derived from the general similarity of building type, scale and materials, and distinctive building alignment and orientation patterns.

The suburb retains many of the qualities and characteristics of its early development. Although there are local differences in character and a diversity of building forms and styles, Victorian and/or Edwardian villas and cottages predominate, interspersed by Art Moderne and a noticeable number of 1960s apartment blocks along the lower slopes. Its compact layout, relatively consistent form and defining topography gives it a dense urban character.

Although there is not a clear neighbourhood centre, Mt Victoria's location on the edge of the central city enables convenient, walkable access to a wide range of services and employment opportunities.

The northern end of Mt Victoria (northeast of Roxborough Street, known as Mt Victoria North) has long been recognised as a separate sub-area with consistency of character. Mt Victoria North has a slightly different character status determined by its location, which makes it an integral part of the visual image of the central city.

In addition to the general character patterns, attributes that are specific to the Mt Victoria Character Precinct to be taken into consideration when reviewing development in this area, include:

Streetscape attributes:

- Mt Victoria is based around a street grid on the lower slopes and by topography on upper slopes, with buildings uniformly and strongly aligned with the street edge and grid.
- The town belt area of Mt Victoria, with its mature and regenerating vegetation, provides a strong visual backdrop to both the suburb and the central city.
- Many of the remaining older buildings have been substantially modified over time. However, their original primary form generally remains apparent.
- Front elevations are consistently orientated towards the street.
- Sites are generally rectilinear, in a wide range of sizes, with some variation occurring in response to topography and access. There is also a variable arrangement of buildings on hill slopes and a complex and intricate roofscape which is often visible from public streets and nearby open spaces.
- There are a number of narrow streets and lanes with a more enclosed aspect and intimate feel.
- Trees and mature vegetation are typically located in rear yards, although some streets have street trees. In most locations, the vegetation of the Town Belt above is visible and contributes a green aspect to the area.
- Consistency of building character and/or unique spatial qualities contribute to a strongly unified streetscape. This includes consistency in building scale (height, size and footprint), building type and style, front setbacks, roof form and façade, and originality of the primary building form.
- In general, there is limited on-site car parking. On-site car parking is often a feature that has been added at a later date and rarely contributes positively towards streetscape character.

- On streets with an 'uphill' side and a tall concrete wall at the street edge, car parking has often been incorporated into the wall structure and consequently has less visual impact on streetscape. Houses on uphill sides also tend to have prominent access stairs leading to visible front doors.
- On 'downhill' sides of streets, entrances are often much less visible, and parking arrangements (if present) tend to dominate the street edge.
- Picket fences, concrete or masonry walls, gates, and steps often provide a secondary sense of street enclosure.

Site level attributes:

- The area contains a high proportion of original buildings, many of which have a high degree of architectural originality on the exterior. Within the precinct there are also a number of buildings with listed heritage status.
- Buildings are uniformly and strongly aligned to the street grid, but the orientation of dwellings particularly in the northern part of Mt Victoria, is often more responsive to any views than the street.
- Front elevations are strongly articulated with 3D construction detail and/or decorative elements. Bay windows, porches, and verandahs are common design features.
- Main entrances are often prominent on front elevations, but are sometimes located on the side elevation of dwellings due to narrow building frontage (e.g. dwellings along the southern edge of Elizabeth Street).
- The majority of houses are two storeys. Houses with more than two storeys can be seen particularly on steep sites, and basement parking for some houses makes them look taller than two storeys.
- Most houses have relatively shallow front yards with private gardens. Due to the size and location of these spaces, they are frequently decorative rather than being used actively for outdoor living areas, however on west-facing and/or elevated sites (particularly with views), front yards are becoming more developed for amenity.
- Roofs are predominantly clad in corrugated iron. The majority of roofs are pitched, and common roof forms include:
  - Hipped roof and a combination of hip and gabled for villas;
  - Gabled roofs for cottages and bungalows;
  - Flat roofs for apartment blocks
  - Mixed roof forms for more modern developments
- Exterior walls are typically painted rusticated weatherboard, and windows (either casement or sash style) have wooden frames. Apartment blocks and street walls often have a concrete or render finish.

Mt Cook

Situated alongside Te Aro and north of Newtown, Mt Cook was established on land just south of Te Aro Pa and is named after James Cook. The suburb was initially settled in the late 19th and early 20th century and is characterised by a relatively high density of detached housing dating from the first decade of the 20th century. It also demonstrates a general consistency of building style typical of Wellington's inner suburbs, with predominately Victorian and Edwardian villas and cottages. Its compact layout, relatively consistent form and defining topography give it a dense urban character.

Mt Cook is mainly residential in nature with pockets of commercial/industrial activity in the Adelaide Road and Taranaki/Hopper Street areas. The Te Aro end of the suburb includes the National War Memorial, Wellington High School, Massey University and Basin Reserve.

The suburb is supported by a town centre encompassing the largely commercial area at the northern end of Adelaide Road between the Basin Reserve and the John Street intersection. It acts as an important employment area and provides a range of services. The location offers convenient access to the central city, Wellington Regional Hospital, Massey University's Wellington Campus, and the Newtown shops.

Within Mt Cook, there are several areas with particularly consistent streetscape character. These include:

- The three main streets that run from north to south and include Wright Street, Wallace Street and Tasman Street.
- Smaller pockets of collective streetscape character located around small side streets such as Yale Road, Ranfurly Terrace, Tainui Terrace, Carrington Street, and Salisbury Terrace.

In addition to the general character patterns, attributes that are specific to the Mt Cook Character Precinct to be taken into consideration when reviewing development in this area, include:

Streetscape attributes:

- The layout of the area is strongly linked to and oriented towards the three parallel streets of Tasman Street and Wallace Street and just beyond the precinct area, the busy thoroughfare of Adelaide Road. There is long, north-south open views along these streets.
- The topography of the area is relatively flat, although more undulating towards the west. Short cross-streets running east-west feature a number of pedestrian-only routes and the location is highly used by pedestrians due to the nature of surrounding uses.
- Compact layout, relatively consistent form, and defining topography combine to give the precinct a dense urban character.
- There is visual consistency based on similarity in building age, type, form and scale, providing a strong sense of aesthetic coherence.
- There is a limited range of building types and common building dimensions. Due to the nature of original housing in this area, there are a lot of very small rectangular sites with cottage-proportioned dwellings. However, there are also plenty of two-storey original houses.
- The prominence and views of the Town Belt enhances the area.
- Street edges are consistently defined by low fencing, street walls or raised terraces. There are a number of cul-de-sacs, typically characterised by the consistency of character, mature vegetation and a strong sense of place.
- Some areas of consistent style are fragmented and separated from each other by industrial, commercial, and other non-residential uses.
- Elevated areas with visually prominent dwellings, surrounded by mature vegetation, feature around the southern end of Wallace Street.

Site level attributes:

- Dwellings are strongly aligned to the street grid, with minimal side yards and more generous rear yards.
- Most buildings have a front setback of over 3 metres, which is usually developed as either an amenity/garden area or for shallow parking spaces. On sites that are elevated above the street, garages at the street edge below houses occur frequently.
- On front elevations of all house types, bay windows are common. Decorative architectural detailing is also seen on most front elevations.
- Dwellings on sloping sites tend to have deeper front setbacks.
- Detached dwellings are common on small, relatively narrow rectangular lots.
- The intactness of the original housing stock increases with distance from Wallace Street. The most recent development occurs along Tasman Street.
- For houses on narrow sites, the front entry is often on the side elevation. Houses on wider sites tend to have a visible entry on the front elevation, usually with a porch.
  - Roofs are predominantly clad in corrugated iron. The majority of roofs are pitched, and common roof forms include:
  - Hipped roof and a combination of hip and gabled for villas;
  - Gabled roofs for cottages and bungalows;
  - Mixed roof forms for more modern developments
- Exterior walls are typically painted rusticated weatherboard, and windows (either casement or sash style) have wooden frames. Brick is seen as an exterior material throughout the area, for both houses and walls. Newer houses and street walls often have a concrete or render finish.

Newtown

Newtown is a diverse area, with substantial pockets of non-residential use throughout the area. The location offers convenient access to the central city, Wellington Regional Hospital and its associated services plus two other private medical campuses and the Newtown shops at the intersection of Riddiford Street and Constable Street.

The street layout is strongly grid-oriented but laid out between the V-shaped orientation of Adelaide Road and Riddiford Street. To the west of Riddiford Street the grid is highly regular. There are a lot of very long blocks without cross-block links, and also several unusually wide cul-de-sac streets – Hiropi Street, Manley Terrace and Kenwyn Terrace.

The area occupies a shallow valley, with Town Belt land defining the upper slopes and outer edges. Street trees are limited, with some on Adelaide Road and Hiropi Street.

Large areas with original housing stock (predominantly constructed during the 1900-1910 period) that have remained almost intact are concentrated in the north-east part of Newtown around Owen Street and along/to the north of Constable Street. This area has particularly consistent character. There are also clusters of original brick houses in Hall Street and Stoke Street, reflecting the area's proximity to the brick works that were located nearby.

Street edges are consistently defined by low fencing, street walls or raised terraces. There are a number of cul-de-sacs, typically characterised by a consistency of character, mature vegetation and a strong sense of place.

Within Newtown, there are several areas with particularly consistent streetscape character. These include:

- The north-eastern part of the area containing the blocks bound by Owen Street and Constable Street.
- The north-western part of the area centred around Hanson Street, Adelaide Road, and surrounding streets.
- The southwestern edge of Rintoul Street.
- An area centred around Roy Street.

In addition to the general character patterns, attributes that are specific to the Newtown Character Precinct to be taken into consideration when reviewing development in this area, include:

Streetscape attributes:

- Compact layout, relatively consistent form, and defining topography combine to give the precinct a dense urban character. There is visual consistency based on similarity in building age, type, form, and scale, which provides a strong sense of aesthetic coherence.
- The area is enhanced by the prominence and views of the Town Belt.
- Several of the major streets running through the area are also important city routes with a distinguishable character and activity patterns.
- The layout of the area is strongly linked to the north-south streets, with long open views along these streets.
- The topography of the area is relatively flat, although more undulating towards the west. Short cross-streets running east-west link the major streets, and the location is highly used by pedestrians due to the nature of surrounding uses.
- There is a limited range of building types and building dimensions. Due to the nature of original housing in this area, there are a lot of very small rectangular sites with cottage-proportioned dwellings. However, there are also plenty of two-storey original houses.
- The prominence and views of the Town Belt enhances the area.
- Street edges are consistently defined by low fencing, street walls or raised terraces.

- Garages are relatively rare, particularly at or near the street edge of sites. Some front yards have been developed to accommodate parking spaces, however this is often not a positive contribution to streetscape.

Site level attributes:

- Dwellings are strongly aligned to the street grid, with minimal side yards and more generous rear yards.
- Most buildings have a front setback of over 3 metres, which is usually developed as either an amenity/garden area or for shallow parking spaces. On sites that are elevated above the street, garages at the street edge below houses occur frequently.
- On front elevations of all house types, bay windows are common. Decorative architectural detailing is also seen on most front elevations.
- Detached dwellings are common on small, relatively narrow rectangular lots.
- For houses on narrow sites, the front entry is often on the side elevation. Houses on wider sites tend to have a visible entry on the front elevation, usually with a porch.
- Roofs are predominantly clad in corrugated iron. The majority of roofs are pitched, and common roof forms include:
  - Hipped roof and a combination of hip and gabled for villas;
  - Gabled roofs for cottages and bungalows;
  - Mixed roof forms for more modern developments
- Exterior walls are typically painted rusticated weatherboard, and windows (either casement or sash style) have wooden frames. Brick is seen as an exterior material throughout the area, for both houses and walls. Newer houses and street walls often have a concrete or render finish.
- On-site carparking is either non-existent or is located next to or behind dwellings. On-site parking of more than one car width is rare, but cars are sometimes parked end-to-end.

Berhampore

Berhampore is located on undulating land to the south of the central city, occupying a shallow valley with Adelaide Road at the centre.

It is surrounded by the Town Belt, a major 'green' feature of the suburb that acts to physically separate it from adjacent areas. Parts of the Town Belt offer both informal and formal recreation opportunities, with the Hockey Stadium, Berhampore Golf Course and skate park illustrative of assets to the local and wider community.

The suburb was initially settled in the late 19th and early 20th century and is characterised by a relatively high proportion of detached, original housing with a high degree of architectural originality on the exterior. It also demonstrates a general consistency of building style typical of Wellington's inner suburbs, with Victorian and Edwardian villas and cottages predominating.

Berhampore has a small neighbourhood centre south of Luxford Street that offers a range of local services. The area is well served by public transport and Adelaide Road and Rintoul Streets offer convenient access to the central city as major transport routes.

The compact layout, relatively consistent style and form and defining topography combine to give it a dense urban character.

Within Berhampore there are several areas with particularly consistent features that are identified. These are:

- The western part of Chikla Street and area around Emerson Street and Morton Street.
- The central part of Wharepōuri Street.
- An area in Milton Street
- Part of Lavaud Street
- Part of the western side of Russell Street

In addition to the general character patterns, attributes that are specific to the Berhampore Character Precinct to be taken into consideration when reviewing development in this area, include:

Streetscape attributes:

- Berhampore has a strongly expressed pattern based around a street grid linking Adelaide Road, Rintoul Street and Russell Terrace. Buildings are uniformly and strongly aligned with the street edge and grid.
- Compact layout, relatively consistent form, and defining topography combine to give it a dense urban character.
- Visual consistency based on similarity in building age, type, form, and scale provides a strong sense of aesthetic coherence.
- The visual prominence of the Town Belt enhances the area.
- Several of the major streets running through the area are also important city routes with distinguishable character and activity patterns.
- Within the identified parts of the precinct, groups of sites exhibit strong consistency of size, shape and orientation, with most houses also having consistent age, style and setbacks.
- Street edges are consistently defined by low fencing, street walls or raised terraces. Most houses have shallow front yards with private gardens. These are often enclosed by low or picket fences, making houses a primary visual contributor to streets
- Garages are relatively rare. Where these do exist, they are single-width, and in some places they are unobtrusively inserted into a street wall below the level of the house.

Site level attributes:

- Dwellings are uniformly and strongly aligned to the street grid, with minimal side yards and more generous rear yards.
- Detached dwellings are common on small, relatively narrow rectangular lots.
- Setbacks are consistent along rows of houses. For cottages, houses are located closer to the front site boundary, with larger houses usually set further back with deeper front yards. Shallow front yards are frequently decorative rather than being used actively for outdoor living areas.
- Most houses are one to two storeys and have a strong street orientation with gables, bays and entries facing the street. For houses on narrow sites, the front entry is often on the side elevation. Houses on wider sites tend to have a visible entry on the front elevation, usually with a porch.
- On front elevations of all house types, bay windows are common. Decorative architectural detailing is also seen on most front elevations.
- Roofs primarily use corrugated iron material. The majority of roofs are pitched, and common roof forms include:
  - Hipped roof and a combination of hip and gabled for villas;
  - Gabled roofs for cottages and bungalows;
- Exterior walls for older houses are typically painted rusticated weatherboard, and windows (either casement or sash style) have wooden frames. Brick is seen as an exterior material throughout the area, primarily for front walls. Roofs are primarily corrugated iron.
- On-site parking is rare.

Aro Valley

Aro Valley is largely characterised by a relatively high density of detached housing dating from the 19th and early 20th centuries. It demonstrates consistency of building style with a predominance of Victorian and/or Edwardian villas and cottages. The compact layout, relatively consistent form of housing and steep, winding topography of the suburb combine to give the area a strong sense of containment and a dense urban character.

The area is strongly defined by its topography, with development built within a valley that is surrounded by steeply vegetated upper slopes. The area projects a strong sense of place due to its geographical separation, the enclosure of the valley walls and the relative consistency and density of development within. However, Aro Valley is easily accessible to the central city.

Aro Valley is supported by a neighbourhood centre on Aro Street, a location which is also encompassed by a Heritage Area. The associated shops, along with their continuous, traditional Victorian frontages and verandahs, add to the overall identity, character and intimacy of the area as well as providing a range of local services. Aro Street also has a number of specifically scheduled heritage buildings within the precinct area.

Within the Aro Valley character precinct, several areas have particularly consistent streetscape character. These include:

- The valley floor area along Aro Street
- Flat streets running parallel to Aro Street – Essex Street and Palmer Street.
- 'Hillside' areas extending from Aro Street at Epuni Street, Ohiro Road/Maarama Crescent, Durham Street, and Devon Street.

In addition to the general character patterns, attributes that are specific to the Aro Valley Character Precinct to be taken into consideration when reviewing development in this area, include:

Streetscape attributes:

- Aro Valley has a radiating form with perpendicular side streets originating from Aro Street that lead up the valley sides. Buildings are uniformly and strongly aligned with the street edge and grid, but there are also a lot of rear sites with long access paths where buildings do not directly abut public streets. This gives the area a densely developed character.
- There are contrasts in diversity and complexity when comparing the central and lower areas of Aro Street to the areas along the adjoining streets in elevated areas.
- On the radiating side streets, many neighbouring dwellings retain a similarity of form and appearance despite the changes in topography. This contributes to a complex and intricate roofscape which is often visible from public streets and nearby open spaces.
- Buildings are of a generally consistent type and similar domestic scale of 1-2 storeys. Aesthetic coherence arises from the limited range of typical buildings and a limited palette of forms.
- Palmer Street has more affinity with the central city as it is accessed from Willis Street. It has a strongly defined street edge and mostly two-storey houses.
- Along central and lower Aro Street and immediate environs, the intensely developed and defined street edge adds further distinctiveness.
- Garages are relatively rare, although they do appear on some sites at the front of or below houses.
- Houses on Aro Street tend to have very shallow front yards while houses on radiating streets have slightly deeper setback, often with gardens. Frontages are often enclosed by low or picket fences, making houses a primary visual contributor to streets.

Site level attributes:

- Dwellings are uniformly and strongly aligned to the street grid, with minimal side yards and more generous rear yards.
- Setbacks are consistent along rows of houses. Cottages and narrow villas are usually located closer to the front site boundary, with larger houses typically set further back with deeper front yards. Shallow front yards are frequently decorative rather than being used actively for outdoor living areas.
- The majority of houses are one to two storeys. Basement parking for some houses on radiating streets makes them look taller than two storeys, but the design and detailing of underneath parking usually leaves the house above as the main visual feature of the site.
- Most dwellings are detached and on small, narrow rectangular lots, although there are groups of more modern attached dwellings with a broadly sympathetic style seen within the wider Aro Valley area.
- Houses have strong street orientation with gables, bays and entries facing the street. For houses on narrow sites, the front entry is often on the side elevation. Houses on wider sites tend to have a visible entry on the front elevation, usually with a porch.
- On front elevations of all house types, bay windows are common. Decorative architectural detailing is also seen on most front elevations.
- Roofs primarily use corrugated iron material. The majority of roofs are pitched, and common roof forms include:
  - Hipped roof and a combination of hip and gabled for villas;
  - Gabled roofs for cottages and bungalows;
  - Cottages with second levels sometimes have dormer windows within the roof form.
- Exterior walls are typically painted rusticated weatherboard, and windows (either casement or sash style) have wooden frames
- On-site carparking is either non-existent or is located next to or behind dwellings. On-site parking of more than one car width is rare, but cars are sometimes parked end-to-end.

Lower Kelburn

Lower Kelburn is a small precinct of around 30 buildings, where houses are close to the northern end of the central city. The precinct was physically separated from the city in the 1970s by construction of the Wellington urban motorway on its eastern side, with links are comprising a series of overbridges for pedestrians and cars. To the north is public open space comprising Anderson Park and the Bolton Street Cemetery, an area with considerable heritage value.

Unlike many other areas of the inner city that have a substantial amount of small scaled early housing, Lower Kelburn is characterised by large houses on large sites. Elevation and orientation mean the area enjoys a relatively open and sunny setting, with outlooks eastwards towards the city and between tall city buildings to harbour. The precinct also sits under the watchful gaze of the Seddon Memorial. Much of the housing dates from the 1920s and is relatively consistent in style and character, giving the area strong visual cohesion.

The relatively small size and spacious layout of this part of Kelburn along with large private houses and gardens of a relatively consistent style give it a mature, relaxed and distinguished feel. Its visibility from both the motorway and central city means it is an integral part of the visual image of the central city, as well as being a transitional area between the rest of Kelburn and the city.

Although there is not a clear neighbourhood centre, Lower Kelburn's location on the edge of the central city enables convenient, walkable access to a range of services and employment opportunities.

In addition to the general character patterns, attributes that are specific to the Lower Kelburn Character Precinct to be taken into consideration when reviewing development in this area, include:

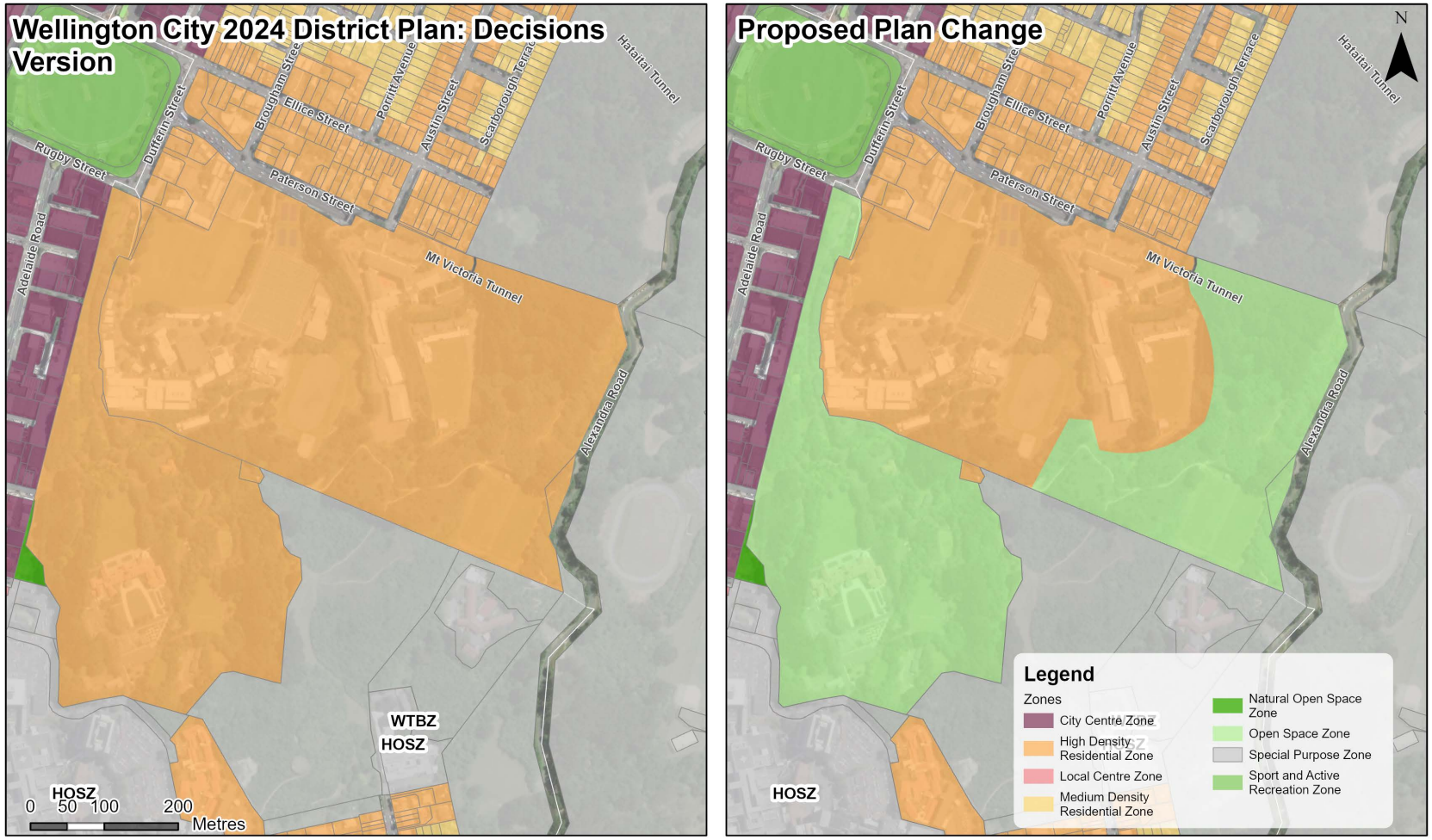
Streetscape attributes:

- The layout of Lower Kelburn responds primarily to topography. Bolton Street is steeply sloping between The Terrace and Salamanca Road, while side streets Easdale and Kinross Streets are more gently sloping to facilitate access to sites by being oriented along the hillside.
- A predominance of 'open ended' streets and pathways throughout the precinct, particularly for pedestrians.
- Mature trees are a feature of the area, both within private sites and adding a green setting from adjacent public land. Te Ahumairangi Tinakori Hill provides a backdrop in the views along both Kinross and Easdale Streets.
- Arrangement of buildings responds to 'upper' and 'lower' conditions on Easdale and Kinross Streets, with houses on upper sides having front facades and gardens more visible and houses on down sides below the street and oriented towards the views often displaying less open elevations and more roof surface.
- Houses generally have well-established gardens between the house and street, and there are a lot of mature trees on both private sites, public areas and in views.
- There is very little kerbside parking provided and onsite parking spaces or garages are predominant. On 'uphill' sides of the street this is often provided as garages within a high street wall.

Site level attributes:

- The area contains a high proportion of pre-1930 buildings, many of which have a high degree of architectural originality on the exterior.
- Dwellings are often aligned to site edges, with diversity of setbacks.

- Most of the houses are large two-storey detached dwellings on substantial lots, and many are oriented eastwards to enjoy city and harbour views.
- On sites that are elevated above the street, garages at the street edge below houses occur frequently.
- There is some variation in architectural style, but most dwellings in the precinct were constructed from 1920-1930, many in the English domestic revival architectural style.



Zone Change: HRZ to OSZ

Map showing current zoning in Wellington City 2024 District Plan Decisions Version and proposed Zone changes to Government House and Wellington College top Field

Date: 28/04/2025
Credit: City Insights GIS Team

Basemap credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Esri Community Maps Contributors, LINZ, Stats NZ, Esri, TomTom, Garmin, METI/ NASA, USGS

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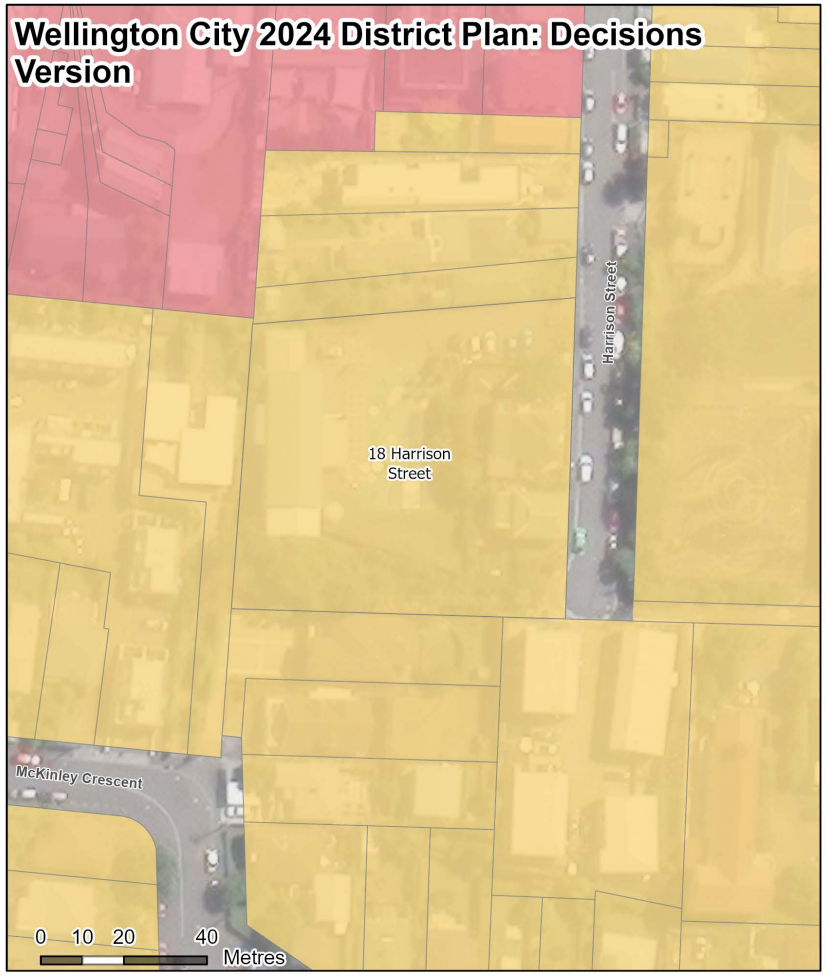

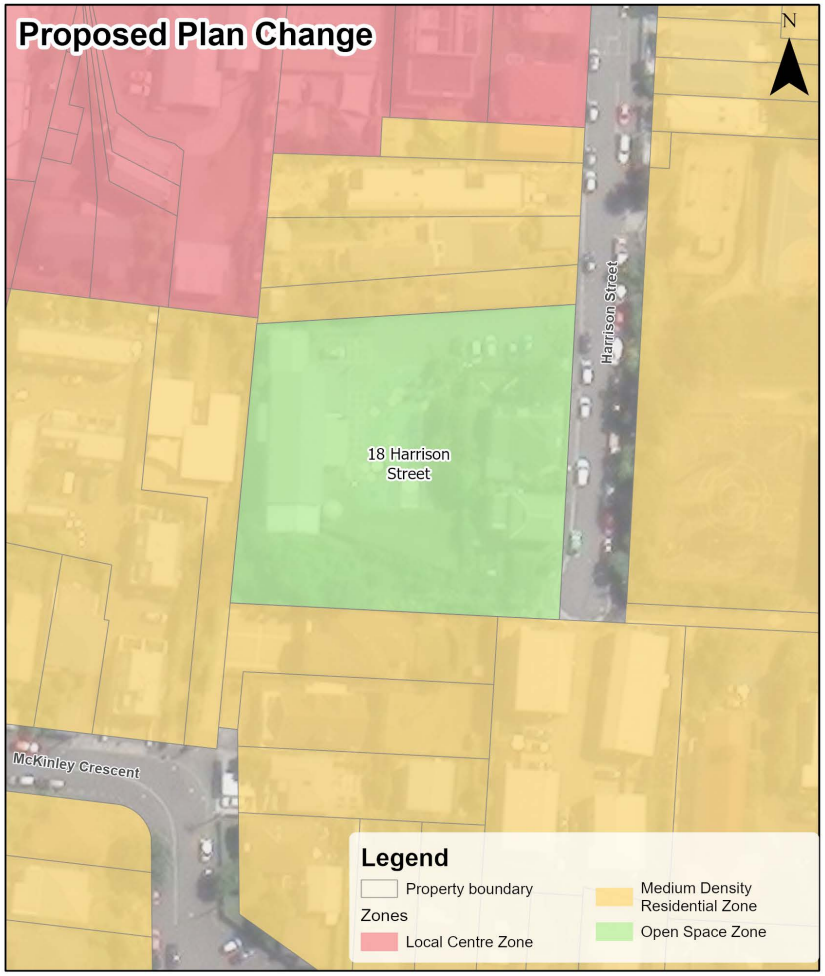

Zone Change: MRZ to OSZ

Map showing current zoning in Wellington City 2024 District Plan Decisions Version and proposed Zone changes to 18 Harrison Street, Brooklyn

Basemap credits: LINZ, Esri Community Maps Contributors, LINZ, Stats NZ, Esri, TomTom, Garmin, METI/NASA, USGS

Date: 24/04/2025
Credit: City Insights GIS Team

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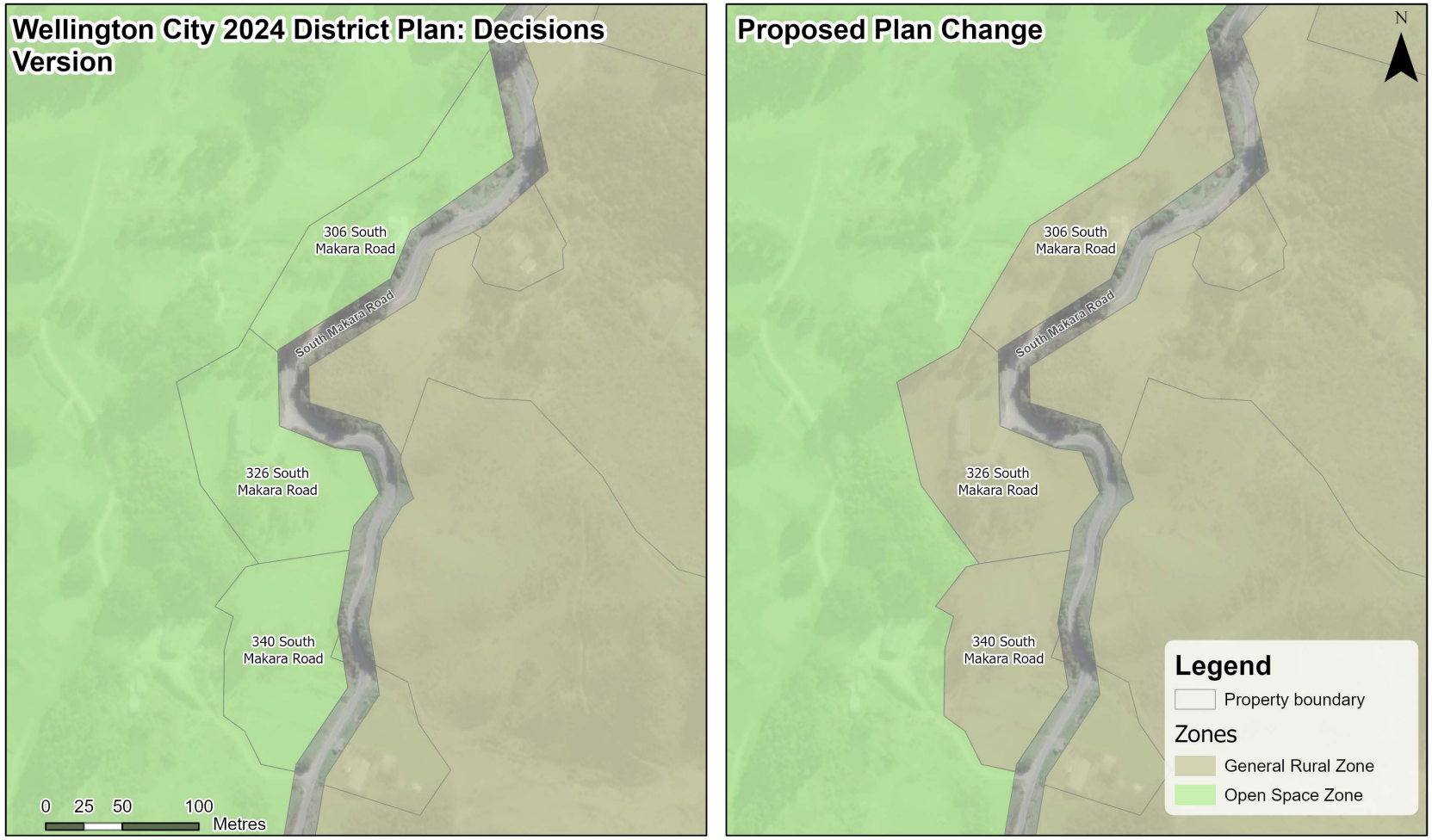

Zone Change: OSZ to GRUZ

Map showing current zoning in Wellington City 2024 District Plan Decisions Version and proposed Zone changes to 206, 326 and 340 South Makara Road

Basemap credits: LINZ, Esri Community Maps Contributors, LINZ, Stats NZ, Esri, TomTom, Garmin, METI/NASA, USGS

Date: 30/04/2025
Credit: City Insights GIS Team

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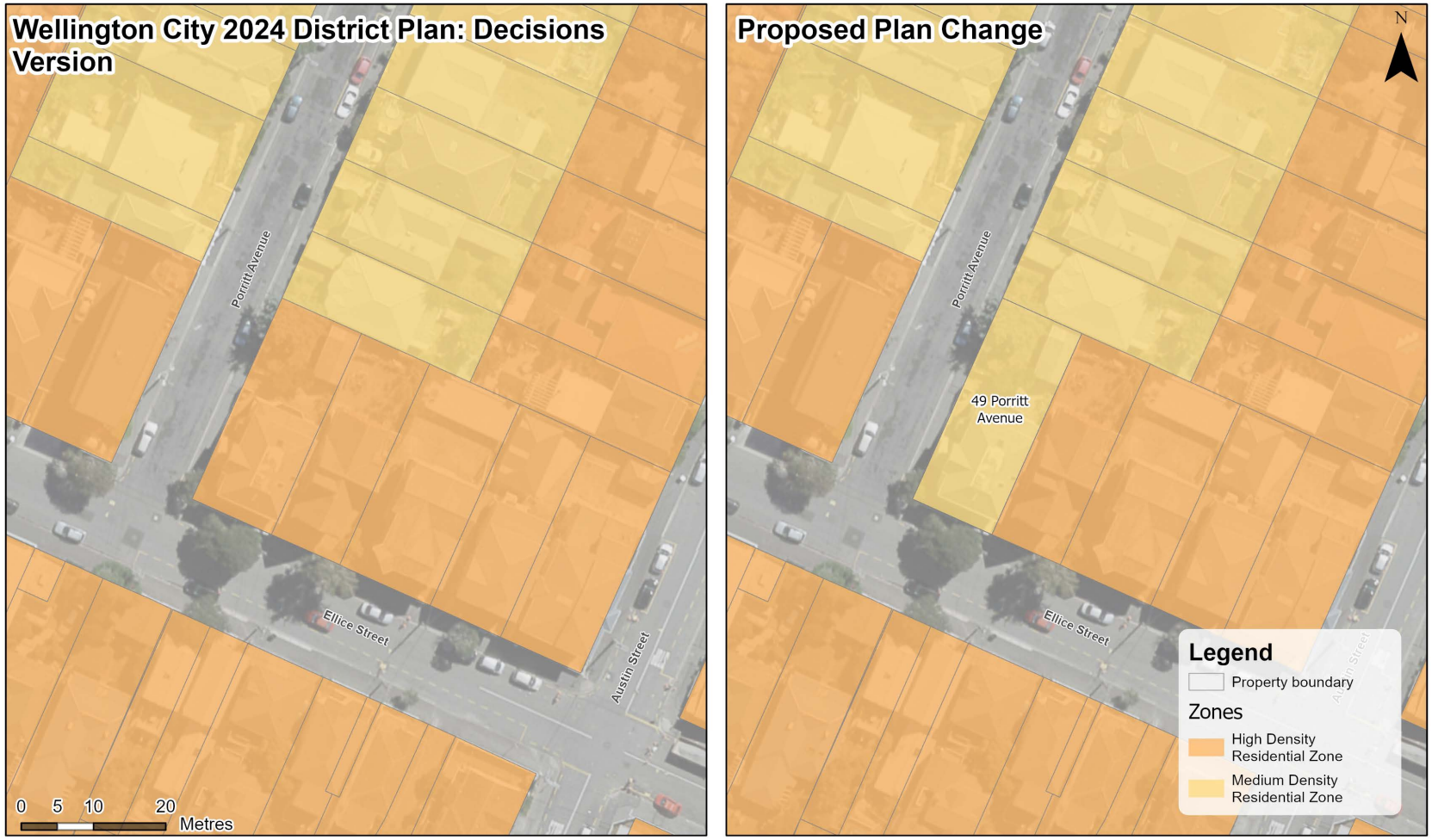

Zone Change: HRZ to MRZ

Map showing current zoning in Wellington City 2024 District Plan Decisions Version and proposed Zone changes to 49 Porritt Avenue, Mount Victoria

Basemap credits: LINZ, Esri Community Maps Contributors, LINZ, Stats NZ, Esri, TomTom, Garmin, METI/NASA, USGS

Date: 28/04/2025
Credit: City Insights GIS Team

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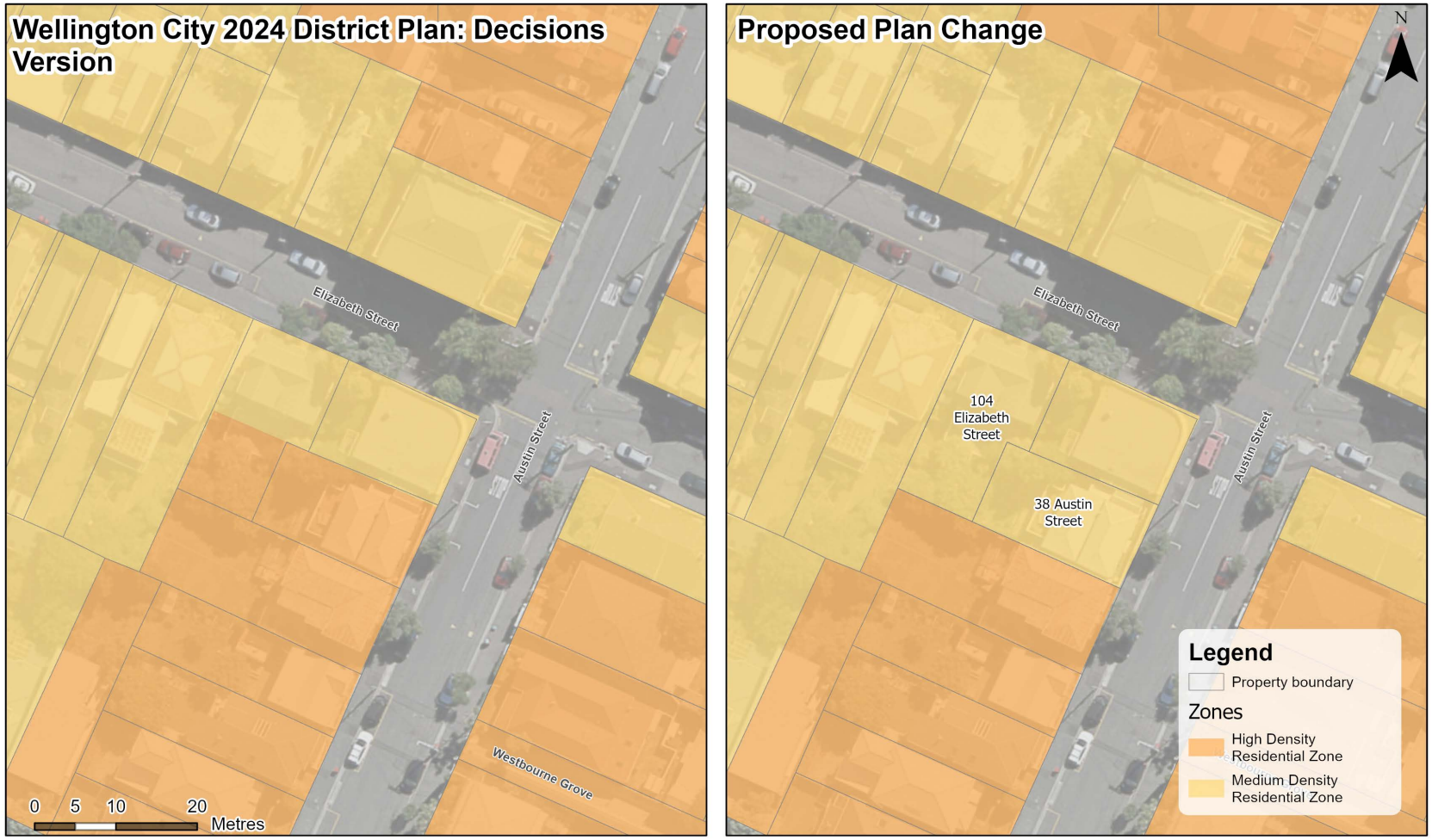

Zone Change: HRZ to MRZ

Map showing current zoning in Wellington City 2024 District Plan Decisions Version and proposed Zone changes to 104 Elizabeth Street and 38 Austin Street, Mount Victoria

Basemap credits: LINZ, Wellington City Council, Esri Community Maps Contributors, LINZ, Stats NZ, Esri, TomTom, Garmin, METI/NASA, USGS

Date: 28/04/2025
Credit: City Insights GIS Team

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Addition of Archaeological Site

Map showing addition of archaeological site at 69 Moa Point Road

Date: 30/04/2025
Credit: City Insights GIS Team

Basemap credits: LINZ, Wellington City Council, LINZ, Esri Community Maps Contributors, LINZ, Stats NZ, Esri, TomTom, Garmin, METI/NASA, USGS

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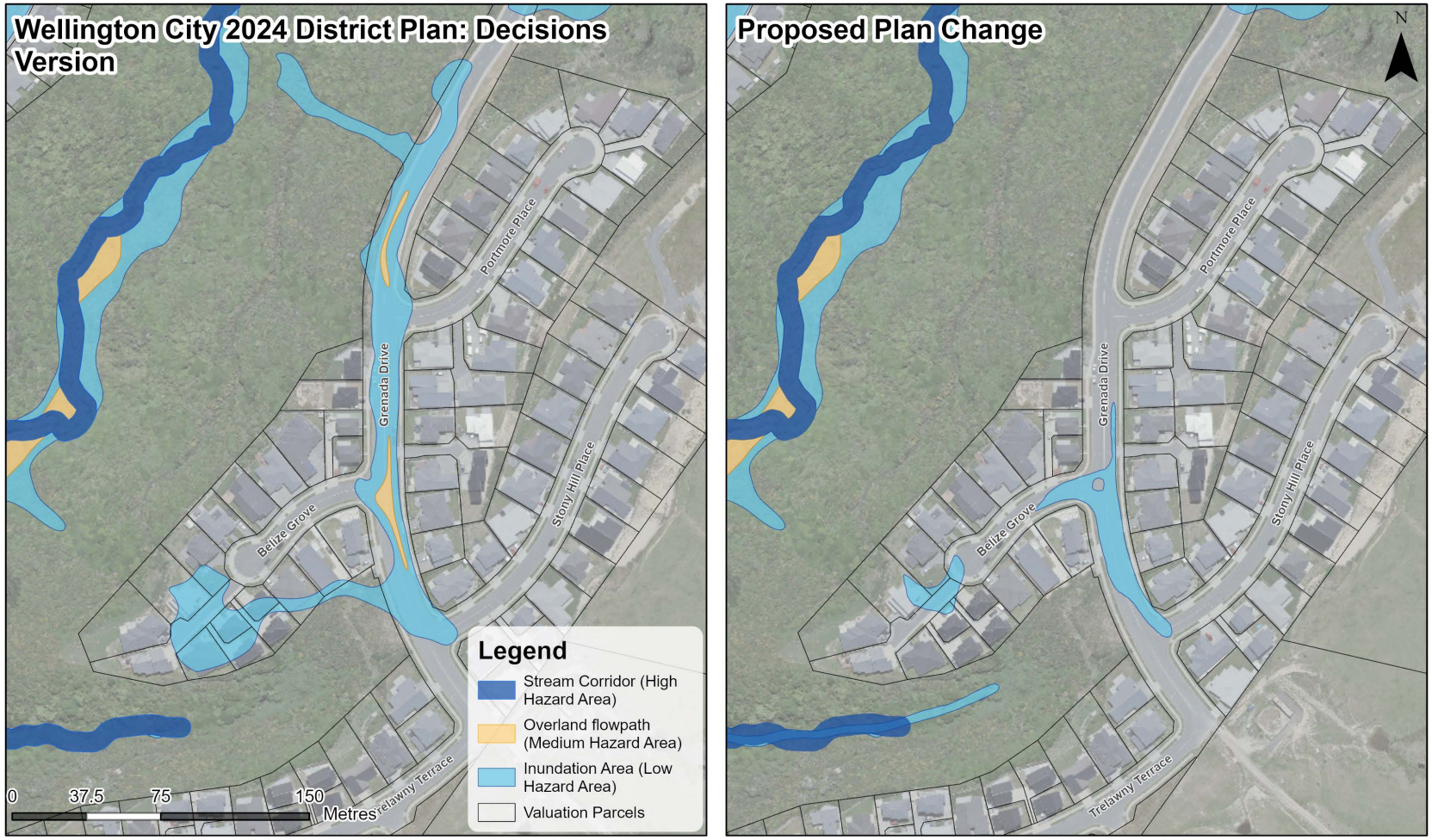

Flood hazard overlays changes

Map showing current flood hazard overlays in Wellington City 2024 District Plan Decisions Version and proposed flood hazard overlays changes to Belize Grove, Grenada Village

Date: 5/05/2025
Credit: City Insights GIS Team

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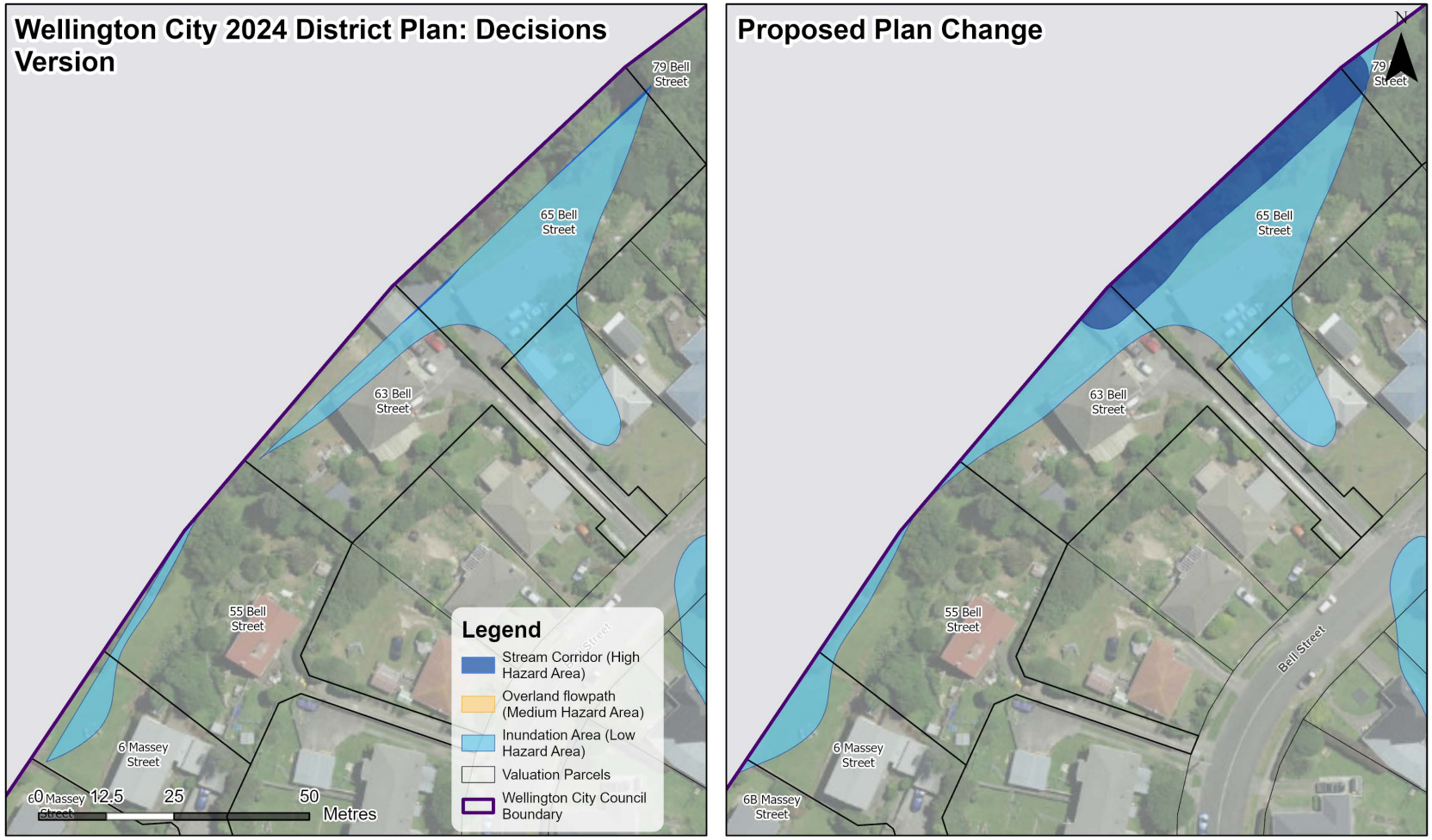
Basemap credits: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, Esri Community Maps Contributors, LINZ, Stats NZ, Esri, TomTom, Garmin, METI/NASA, USGS



Flood hazard overlays changes

Map showing current flood hazard overlays in Wellington City 2024 District Plan Decisions Version and proposed flood hazard overlays changes to Bell Street, Tawa

Date: 5/05/2025
Credit: City Insights GIS Team

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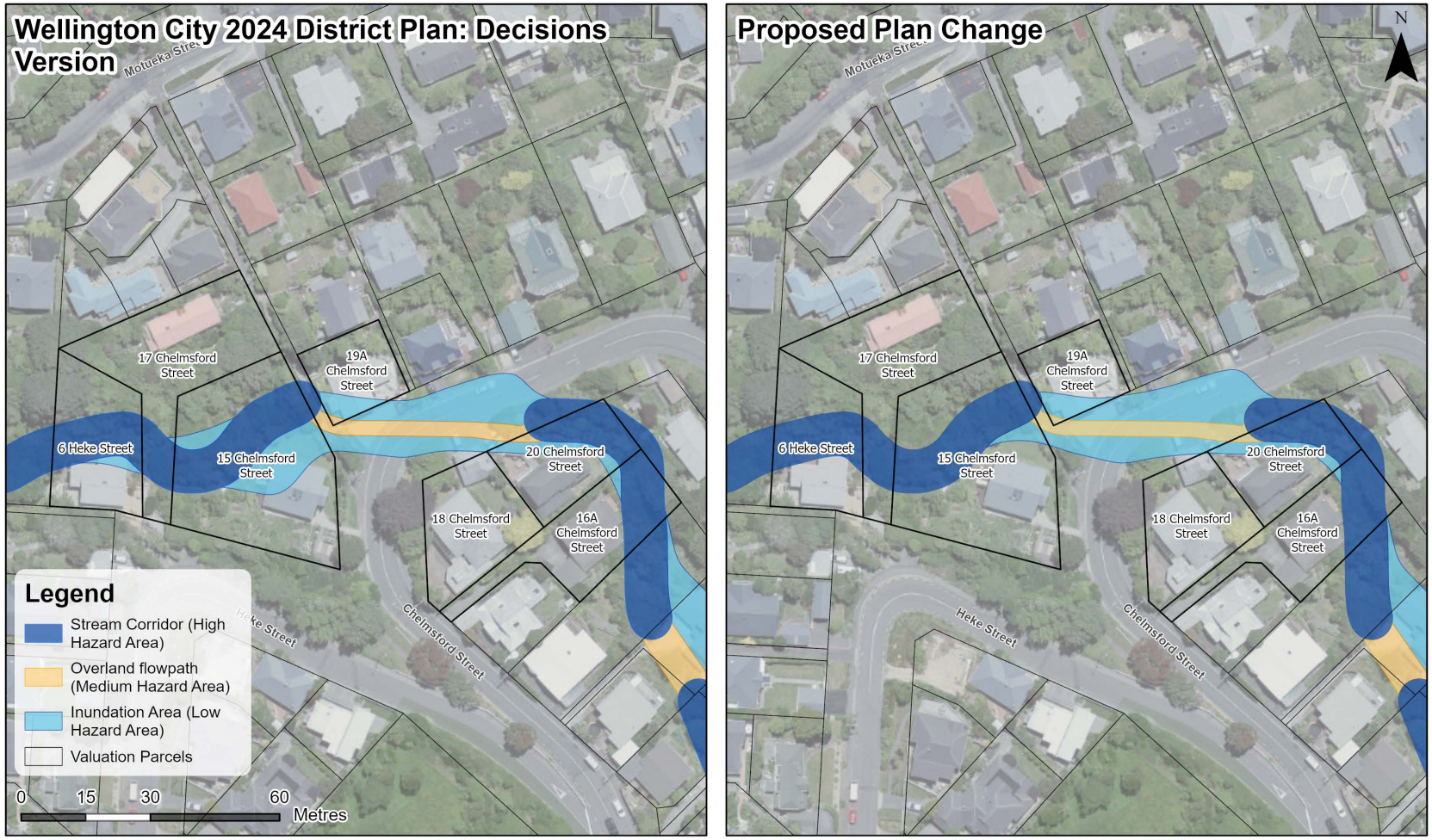

Flood hazard overlays changes

Map showing current flood hazard overlays in Wellington City 2024 District Plan Decisions Version and proposed flood hazard overlays changes to 15 Chelmsford St, Ngaio (and adjacent properties)

Date: 5/05/2025
Credit: City Insights GIS Team

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Basemap credits: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, Esri Community Maps Contributors, LINZ, Stats NZ, Esri, TomTom, Garmin, METI/NASA, USGS

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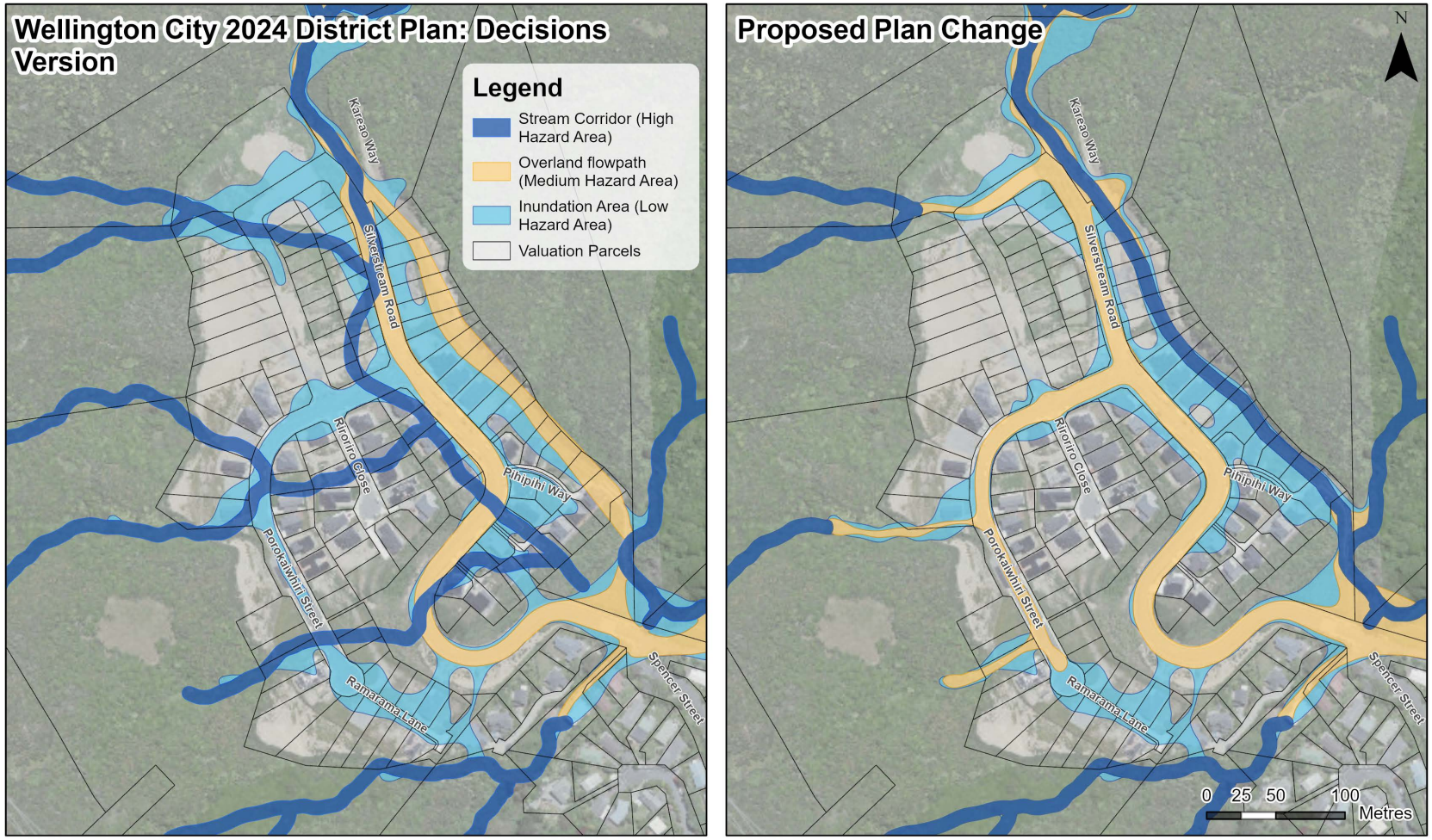

Flood hazard overlays changes

Map showing current flood hazard overlays in Wellington City 2024 District Plan Decisions Version and proposed flood hazard overlays changes to Silverstream/Crofton Downs where recent approved development including bulk earthworks and local stormwater infrastructure has been undertaken

Basemap credits: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, Esri Community Maps Contributors, LINZ, Stats NZ, Esri, TomTom, Garmin, METI/NASA, USGS

Date: 5/05/2025
Credit: City Insights GIS Team

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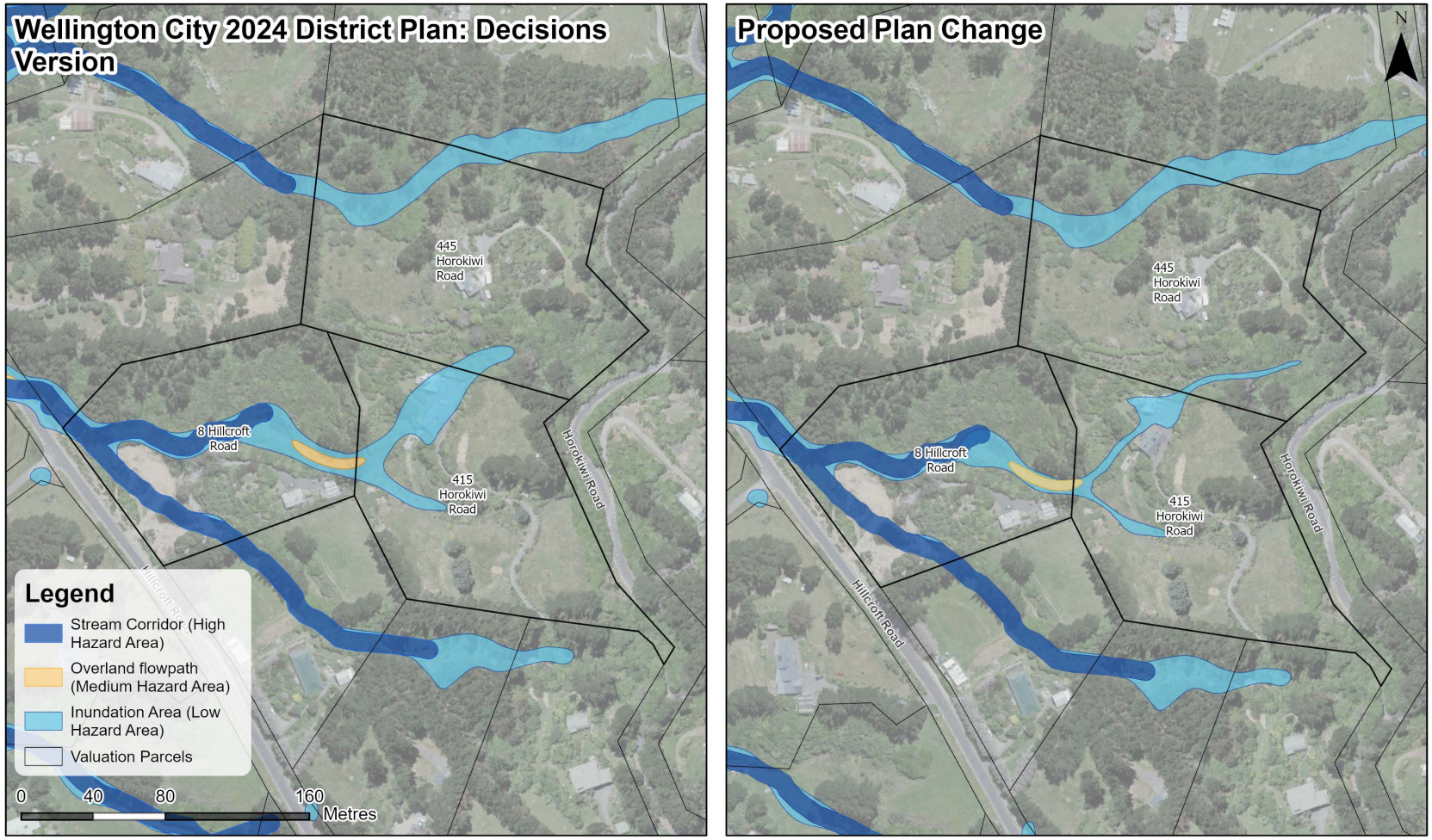

Flood hazard overlays changes

Map showing current flood hazard overlays in Wellington City 2024 District Plan Decisions Version and proposed flood hazard overlays changes to 415 Horokiwi Road (and adjacent properties)

Date: 5/05/2025
Credit: City Insights GIS Team

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Basemap credits: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, Esri Community Maps Contributors, LINZ, Stats NZ, Esri, TomTom, Garmin, METI/NASA, USGS

FIRE AND SMOKE NUISANCE BYLAW REVIEW - RECOMMENDATIONS FOLLOWING CONSULTATION

Kōrero taunaki | Summary of considerations

Purpose

1. This report presents the results of public consultation on the draft Fire and Smoke Nuisance Bylaw 2025. It also seeks a recommendation from the Kōrau Mātinitini | Social, Cultural, and Economic Committee that Te Kaunihera o Pōneke | Council adopts the Fire and Smoke Nuisance Bylaw 2025, as per the Council's terms of delegation.

Strategic alignment

2. The most relevant community outcomes for this report are Urban Form – a liveable and accessible, compact city, and Social Wellbeing – a city of healthy and thriving whānau and communities.

Relevant previous decisions

3. On 29 May 2025, the Kōrau Mātinitini | Social, Cultural, and Economic Committee approved the Statement of Proposal presenting the draft Fire and Smoke Nuisance Bylaw 2025 for public consultation. The Committee also agreed that the draft Fire and Smoke Nuisance Bylaw 2025 is the most appropriate way to protect the public from nuisance arising from fire and smoke, is the most appropriate form of bylaw, and is not inconsistent with the New Zealand Bill of Rights Act 1990.

4. In 2018, amendments were made to Part 3: Fire and Smoke Nuisance of the Wellington City Consolidated Bylaw 2008 to give effect to the Fire and Emergency New Zealand Act 2017. The bylaw was adopted by the Council on 28 November 2018. Prior to the 2018 amendments, the bylaw underwent a full review and adoption in 2015.

Significance

5. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy. This rating has been informed by the following factors:

    - the decision has a low degree of impact to the community as there are no changes being proposed to existing bylaw powers (acknowledging that a bylaw is a regulatory document which does create constraints on what people can do)
    - the decision is not expected to have high public interest
    - the decision can be reversed
    - the decision is of low consequence for Wellington City
    - the decision has a low impact on the Council being able to perform its role
    - the decision is a strong logical step from the prior decision in May 2025 to approve the draft bylaw for public consultation.

Financial considerations

☒ Nil	☐ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

6. There are no financial implications of the decisions in this report.

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

7. The proposals have been assessed against the Council's strategic risk framework consequences table. The overall level of risk in relation to the recommendations of this report is low.

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Authoriser	Baz Kaufman, Manager Strategy and Research Andrea Reeves, Chief Strategy and Finance Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee:

1. Receive the information.
2. Receive the submissions made during public consultation on the draft Fire and Smoke Nuisance Bylaw 2025 (attachment 1) and the submissions summary and recommendations document (attachment 2).
3. Agree to the recommended updates for the final Fire and Smoke Nuisance Bylaw 2025 (attachment 3).
4. Note that in response to some submission points, operational guidelines setting out the key considerations and standard process for authorised officers when assessing fire and smoke nuisance complaints will be updated and published on the Council's website.
5. Recommend that Te Kaunihera o Pōneke | Council:
   - 5.1 Adopt the proposed Fire and Smoke Nuisance Bylaw 2025 on 11 September 2025.
   - 5.2 Authorise the Chief Executive and the Mayor or Deputy Mayor to amend the Fire and Smoke Nuisance Bylaw 2025 to include any minor updates and consequential edits, where wording has not already been agreed at the Committee meeting.
   - 5.3 Note that, if adopted, the Fire and Smoke Nuisance Bylaw 2025 will come into effect on 20 October 2025, revoking Part 3: Fire and Smoke Nuisance of the Wellington Consolidated Bylaw 2008.

Whakarāpopoto | Executive Summary

8. This report relates to a review of Part 3: Fire and Smoke Nuisance of the Wellington City Consolidated Bylaw 2008 (the 'Fire and Smoke Nuisance Bylaw').

9. The Fire and Smoke Nuisance Bylaw seeks to protect the public from the nuisance arising from fire and smoke, in regard to aspects other than fire safety. The bylaw prohibits fires, smoke, or noxious fumes which create a nuisance, health risk, or safety risk to any person or property (excluding safety risks to which the Fire and Emergency New Zealand Act 2017 (FENZ Act), or regulations made under that Act, apply). The bylaw enables Council officers, if required, to take reasonable steps to abate the nuisance.

10. A review of the Fire and Smoke Nuisance Bylaw was undertaken in 2025 because prior to amendments in 2018, the last full statutory review was in 2015. The Local Government Act 2002 (LGA) requires that the bylaw is reviewed within ten years of the last review.

11. Based on the bylaw review, officers recommended that the Fire and Smoke Nuisance Bylaw should be retained. A draft Fire and Smoke Nuisance Bylaw 2025 was developed including proposed updates for clarity and to make the bylaw stand-alone. None of the updates proposed changed existing bylaw powers.

12. On 29 May 2025, the Committee agreed to publicly consult on a Statement of Proposal for the draft Fire and Smoke Nuisance Bylaw 2025. Consultation was undertaken from 13 June to 15 July 2025.

13. 48 individuals and one organisation submitted on the bylaw. Most submitters supported the retention of a Fire and Smoke Nuisance Bylaw. An overview of submissions received is provided in this report. The full submissions are included as attachment 1 and a submissions summary and recommendations document is included as attachment 2.

14. There is one change proposed to the draft bylaw in response to consultation feedback. Some minor editorial updates are also proposed for the final bylaw. Proposed updates to the draft Fire and Smoke Nuisance Bylaw 2025 are reflected in attachment 3 in track-changes (excluding updates to numbering and the capitalisation of defined terms).

15. The key recommendations of this report are for the Committee to agree to the recommended updates for the final Fire and Smoke Nuisance Bylaw 2025, and to recommend that the Council adopts the Fire and Smoke Nuisance Bylaw 2025 (attachment 4) on 11 September 2025.

16. If the Council adopts the Fire and Smoke Nuisance Bylaw 2025, the bylaw will come into effect on 20 October 2025, revoking Part 3: Fire and Smoke Nuisance of the Wellington Consolidated Bylaw 2008.

Takenga mai | Background

Legislative context and previous bylaw reviews

17. Section 145 of the LGA allows territorial authorities to make bylaws for the purposes of protecting the public from nuisance. Section 64(1)(a) of the Health Act 1956 allows local authorities to make bylaws for 'improving, promoting, or protecting public heath, and preventing or abating nuisances.' The Council's Fire and Smoke Nuisance Bylaw is made under both Acts.

18. The Fire and Smoke Nuisance Bylaw seeks to protect the public from the nuisance arising from fire and smoke, in regard to aspects other than fire safety. The current bylaw prohibits fires, smoke, or noxious fumes which create a nuisance, health risk, or safety risk to any person or property (excluding safety risks to which the FENZ Act 2017, or regulations made under that Act, apply). The bylaw enables Council officers, if required, to take reasonable steps to abate the nuisance.

19. The bylaw was last amended in 2018 following the introduction of the FENZ Act in 2017. The FENZ Act created the new agency FENZ, which became responsible for fire safety, including setting fire bans and issuing fire permits when required. These were previously Council responsibilities. The FENZ Act also amended the LGA to require local authorities to revoke or amend their relevant fire bylaws to address any inconsistency with the Act. Wellington City Council's Consolidated Bylaw Part 3: Fire Prevention was amended in line with these requirements.

20. Prior to the 2018 amendments, the bylaw last underwent a full statutory review in 2015. Section 159 of the Local Government Act 2002 requires this bylaw to be reviewed within ten years of that review.

Bylaw review and development of draft Fire and Smoke Nuisance Bylaw 2025

21. A review of the Fire and Smoke Nuisance Bylaw was undertaken and confirmed evidence of fire and smoke nuisance issues in Wellington City. The review did not reveal any problems with how the current bylaw has been operating. The bylaw review is discussed in more detail in the Social, Cultural, and Economic Committee report from 29 May 2025, and in the Statement of Proposal attached to that report.

22. Given the findings of the review, officers proposed to retain the Fire and Smoke Nuisance Bylaw, and a draft Fire and Smoke Nuisance Bylaw 2025 was developed. No changes to the powers of the existing bylaw were proposed, but some minor updates were recommended for clarity and to make the bylaw stand-alone (rather than a part of the now largely superseded Consolidated Bylaw).

23. On 29 May 2025, the Committee approved a Statement of Proposal setting out the draft bylaw for public consultation.

Kōrerorero | Discussion

Consultation on the draft Fire and Smoke Nuisance Bylaw 2025

24. Consultation giving effect to the requirements of section 82 of the LGA was undertaken from 13 June to 15 July 2025.

25. Communications included direct emails to key stakeholders and Tākai Here partners, content on the Council's Kōrero Mai Let's Talk online platform, and information in three Let's Talk newsletters. Hard copies of the submission form and Statement of Proposal were available at all Council libraries, and at Council-run community centres. As required under the Health Act 1956, a copy of the proposed bylaw was sent to the medical officer of health for submission to the Director-General.

26. The consultation asked submitters whether they thought the Council should retain a bylaw for regulating fire and smoke nuisance and why, and whether they had any further comments on the draft Fire and Smoke Nuisance Bylaw 2025.

Feedback received on the draft Fire and Smoke Nuisance Bylaw 2025

27. 48 individuals and one organisation submitted on the bylaw. The full submissions are included as attachment 1 to this report. Two individuals made more than one submission – their submissions have been grouped against the individual for the purposes of analysis.

28. Names were collected as part of the consultation process, in line with the Privacy Statement for the consultation. Only the first name provided by the submitter has been included in attachment 1 due to some submissions from individuals including potentially personal information.

29. Most submitters (40 of 49, or 81.6%) supported the retention of a Fire and Smoke Nuisance Bylaw. Nine of the 49 submitters (18.4%) did not think that the Council should retain a bylaw.

30. Key themes of submissions included:

    - general support of the bylaw
    - confirming that smoke nuisance is an issue in Wellington City
    - noting the potential (or experienced) health impacts of smoke
    - suggestions that the bylaw should not apply if wood burners are being used correctly/compliant with Building Act requirements
    - requesting more stringent requirements for fireplaces and wood burners
    - suggesting bans or restrictions on certain fire types
    - expressing concern with inappropriate materials being burned
    - suggesting that it is not the Council's role to respond to fire and smoke issues.

31. Other submission points included the cost of heating, that the scale of fire and smoke nuisance issues in Wellington did not warrant a bylaw, that there should be more public awareness of the bylaw, and supporting a clearer definition of 'nuisance'.

32. Further detail about the submissions received, and officers' responses and recommendations, is included in the submission summary and recommendations document (attachment 2 to this report).

Proposed updates to draft Fire and Smoke Nuisance Bylaw 2025

33. Following analysis of the submissions received, officers recommend one change to the Fire and Smoke Nuisance Bylaw 2025 in addition to the changes included and consulted on in the draft Fire and Smoke Nuisance Bylaw.

34. The additional change proposed is to update the definition of 'nuisance' in the bylaw to include reference (but not limit the definition) to nuisances defined in sections 29(m) and 29(n) of the Health Act 1956. This reference was not included in the draft bylaw for consultation as the intention is that the bylaw is not restricted to this definition, however officers agree with submission points suggesting a clearer definition of nuisance would be beneficial.

35. A small number of minor editorial updates are also proposed for the final bylaw. Attachment 3 to this report shows proposed changes to the draft Fire and Smoke Nuisance Bylaw (i.e. the version consulted on) in track-changes, apart from where the change is a minor drafting update such as numbering or capitalisation of defined terms.

Implementation actions following bylaw review

36. As noted in the recommendations of this report, it is intended that operational guidelines setting out the key considerations and standard process for authorised officers when assessing fire and smoke nuisance complaints are updated and made available to the public. This will provide the community with more information about how nuisance is assessed and address points raised in some submissions (for example some submitters suggested factors to consider in response to complaints, or queried aspects of the process for responding to callouts).

Determination whether the bylaw is appropriate (LGA section 155 assessment)

37. Section 155 of the LGA requires that before commencing the process for making a bylaw, a local authority must consider whether a bylaw is the most appropriate way of addressing the perceived problem. If so, before making the bylaw the local authority must determine whether the proposed bylaw is the most appropriate form of bylaw or gives rise to any implications under the New Zealand Bill of Rights Act 1990 (NZBORA). No bylaw may be made which is inconsistent with the NZBORA.

38. These matters were considered through the development of the draft Fire and Smoke Nuisance Bylaw 2025 and have been reviewed taking into consideration the proposed final bylaw for adoption. Officers consider that the proposed bylaw for adoption meets the requirements of section 155.

Kōwhiringa | Options

39. Option 1 (preferred option): the Committee approves the proposed updates to the bylaw and recommends the Council adopts the Fire and Smoke Nuisance Bylaw 2025.

    This is the preferred option because retaining a bylaw provides the Council with a regulatory tool to protect the public from the nuisance arising from fire and smoke. Legislation provides for the Council to have a bylaw for this purpose and the current bylaw is working well. Most submissions from the community supported retaining a Fire and Smoke Nuisance Bylaw.

40. Option 2: the Committee approves an amended version of the bylaw, and recommends that the Council adopts that version of the Fire and Smoke Nuisance Bylaw 2025.

    This option is not recommended because officers consider that the proposed bylaw for adoption is the most appropriate way of protecting the public from the nuisance arising from fire and smoke, and is the most appropriate form of bylaw.

41. Option 3: the Committee decides to revoke the current Fire and Smoke Nuisance Bylaw without replacing it.

    This option is not recommended because the Council would cease to have a regulatory tool to protect the public from the nuisance arising from fire and smoke. This does not align with feedback from the community, which largely supported retaining the bylaw.

42. Option 4 (status quo): the Council does not approve the proposed updates to the bylaw, and does not recommend that the Council adopts the Fire and Smoke Nuisance Bylaw 2025.

    This option is not recommended because if the current bylaw is not replaced it will eventually automatically revoke under the LGA, meaning the Council would no longer have the means to address the issues managed under the current bylaw. This does not align with feedback from the community, which largely supported retaining the bylaw.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

43. The Fire and Smoke Nuisance Bylaw contributes to two of the Council's Community Outcomes, Urban Form – a liveable and accessible, compact city, and Social Wellbeing – a city of healthy and thriving whānau and communities.

44. It is proposed that the Fire and Smoke Nuisance Bylaw is adopted as a stand-alone bylaw (rather than remaining a part of the Council's largely superseded Consolidated Bylaw). This is consistent with the Council's approach to other bylaws in recent years, including the Water Services Bylaw 2024 and Public Places Bylaw 2022.

Engagement and Consultation

45. Consultation on the draft bylaw was undertaken from 13 June to 15 July 2025. More information about the consultation and feedback received is included earlier in this report. Attachments 1 and 2 provide more detail.

Māori Impact Statement

46. The scope of this bylaw review does not closely align with any of the specific goals or actions set out in the Tūpiki Ora Action Plan 2022-2027. However, managing fire and smoke nuisance issues does have a broad alignment with pae hekenga: priority waypoint 4 in Tūpiki Ora; he whānau toiora – thriving and vibrant communities.

47. It is not considered that there are any direct impacts on Māori in relation to the bylaw review and adoption of the Fire and Smoke Nuisance Bylaw 2025. However, it was noted through the bylaw review that at certain times of the year (for example when observing Matariki and Puanga) there are likely to be more fires for cultural and tikanga reasons. This was acknowledged in the Statement of Proposal for consultation, which was provided directly to Tākai Here partners.

48. The bylaw provides for authorised officers to use their discretion when assessing a situation in line with the bylaw. This includes taking into account cultural and tikanga considerations. Providing opportunities to ensure appropriate understanding in these areas will be actioned at an operational level, and cultural and tikanga considerations will be reflected in the operational guidelines referred to earlier in this report.

Financial implications

49. The recommendations of this report do not result in additional expense in the current or future financial years.

Legal considerations

50. The LGA sets out a required process for the review of bylaws, and states that bylaws cannot be made that are inconsistent with the FENZ Act or any regulations or notice

under that Act. The Statement of Proposal presenting the draft Fire and Smoke Nuisance Bylaw 2025 was reviewed for compliance with these requirements. The Council's Legal Team has also reviewed the proposed final bylaw for adoption to ensure the requirements are met.

51. Under the LGA, before making a bylaw the Council must determine whether the bylaw gives rise to any implications under the New Zealand Bill of Rights Act 1990 (NZBORA). No bylaw may be made which is inconsistent with NZBORA. It is not considered that the proposed Fire and Smoke Nuisance Bylaw 2025 raises any implications under the NZBORA.

Risks and mitigations

52. The recommendations of this paper have been assessed against the Council's strategic risk framework consequences table. The overall level of risk is low.

53. The bylaw review has been assessed as of low significance in accordance with Schedule 1 of the Council's Significance and Engagement Policy, and there are no changes proposed to existing bylaw powers. Officers have engaged with FENZ and Greater Wellington Regional Council as key stakeholders, and public consultation on the bylaw has provided the community with the opportunity to have their say.

Disability and accessibility impact

54. The recommendation for the Council to retain a regulatory tool to protect the public from nuisance arising from fire and smoke may have a particular benefit for people with health conditions impacted or aggravated by smoke. Several submissions received, including from Health New Zealand Te Whatu Ora, reference health impacts related to smoke.

55. The proposal to remove the bylaw from the Consolidated Bylaw and make it stand-alone improves the accessibility of the bylaw by making it easier to find.

56. If the Council agrees to adopt the bylaw, an accessible version will be available on the Council's website.

Climate Change impact and considerations

57. No risks from climate change to the proposals in this paper have been identified. There are no greenhouse gas emission implications in current or future years related to the recommendations of this paper.

58. The Fire and Smoke Nuisance Bylaw enables the Council to put out nuisance fires if required, which could avoid some air quality and environmental damage. However, this is not the primary purpose of the bylaw.

Communications Plan

59. If the bylaw is adopted on 11 September 2025, a public notice will be placed in The Post, as the Council is required to publicly notify the adoption of bylaws.

60. Following adoption, the project page on the Kōrero Mai online submission platform will be updated, and submitters and stakeholders will be informed of the outcome of the consultation. A copy of the final bylaw will be sent to the medical officer of health for

submission to the Director-General. Once operative on 20 October 2025, the Fire and Smoke Nuisance Bylaw 2025 will be uploaded to the Council's website, replacing the current bylaw.

61. Some submissions noted that there could be more public awareness of the bylaw. Officers will consider opportunities to increase the visibility of the bylaw.

Health and Safety Impact considered

62. As noted earlier in this report, the recommendation for the Council to retain a Fire and Smoke Nuisance Bylaw may have a particular benefit for people with health conditions impacted or aggravated by smoke. Concerns about the health impacts of smoke were a key issue shared through submissions received on the draft bylaw.

Ngā mahinga e whai ake nei | Next actions

63. If the Committee recommends that the Council adopts the Fire and Smoke Nuisance Bylaw 2025, this recommendation will be provided to the Council meeting on 11 September 2025.

64. If the Council agrees to adopt the Fire and Smoke Nuisance Bylaw 2025, the bylaw will come into effect on 20 October 2025, revoking Part 3: Fire and Smoke Nuisance of the Wellington Consolidated Bylaw 2008. Key stakeholders, submitters, and the public will be informed of the bylaw's adoption.

Attachments

Attachment 1.	Submissions received on draft Fire and Smoke Nuisance Bylaw 2025	Page 3132
Attachment 2.	Submissions summary and recommendations	Page 3185
Attachment 3.	Track-change version of proposed Fire and Smoke Nuisance Bylaw 2025 for adoption	Page 3196
Attachment 4.	Proposed Fire and Smoke Nuisance Bylaw 2025 for adoption	Page 3199

Response No: 2

Contribution ID: 35915
Date Submitted: Jun 25, 2025, 03:29 PM

Q1 **Name:**

Short Text: Christopher [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: Smoke can cause legitimate health issues for people, which can be quite serious if someone has certain medical conditions. I think it's important to have a law on the books to protect people that are vulnerable.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: I hope that in general we can move to discouraging wood burning, perhaps by giving people incentives to switch to different home heating, but that's not directly related to this. :)

Response No: 3

Contribution ID: 35917
Date Submitted: Jun 25, 2025, 03:35 PM

Q1 **Name:**

Short Text D

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text Smoke from residential fires causes us to have to rewash clothes that are hanging up outside and close windows. It is a nuisance.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text Council should ban any new fireplaces / wood burners in new builds and disallow replacing existing ones

Response No: 4

Contribution ID: 35919
Date Submitted: Jun 25, 2025, 04:00 PM

Q1 **Name:**

Short Text: Oliver [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: No

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: Unclear why WCC needs a bylaw for this when Greater Wellington Regional Council already has jurisdiction for managing air quality under the Resource Management Act 1991. https://www.gw.govt.nz/environment/air-quality/

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: I recommend putting in place an annual exception to the bylaw for fires lit over Matariki weekend. Lighting beach fires to celebrate Matariki is a new tradition in Hawke's Bay and this could be extended to happen in Wellington in the future. It would be great to allow this and not have to worry about "nuisance" complaints ruining the celebration because of this bylaw.

Response No: 5

Contribution ID: 35920
Date Submitted: Jun 25, 2025, 04:07 PM

Q1 **Name:**

Short Text M [redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text We have had experienced significant issues with our neighbour's fire place smoke drifting into our yard and inside our house. It don't know if the firewood they burn is fit for purpose, but it is very smelly and burns a grey/white smoke. Our son has asthma and its been of real concern to us over the last 6/7 years. We have blocked every entry point where we feel the smoke is coming into our house, but you can still smell it outside and it means we cannot open windows on that side of the house.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text As above -
We have had experienced significant issues with our neighbour's fire place smoke drifting into our yard and inside our house. It don't know if the firewood they burn is fit for purpose, but it is very smelly and burns a grey/white smoke. Our son has asthma and its been of real concern to us over the last 6/7 years. We have blocked every entry point where we feel the smoke is coming into our house, but you can still smell it outside and it means we cannot open windows on that side of the house.

Response No: 6

Contribution ID: 35922
Date Submitted: Jun 25, 2025, 04:08 PM

Q1 **Name:**

Short Text: Danie [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: I am not familiar with the specifics of this bylaw, but I strongly believe that fires only belong on fire places with a chimney.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: The burning of anything other than wood for heating or cooking (bbq) should be banned.

Response No: 7

Contribution ID: 35923
Date Submitted: Jun 25, 2025, 04:10 PM

Q1 **Name:**

Short Text H[redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text Close inner city housing can be affected by open fires in neighboring houses. There seems to be no emissions controls, checks or requirements on what is permissable to burn, eg. Coal, treated wood, demolition materials. Is thus allowed? Who checks?

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text I think standards and controls should kept and tightened. People with respiratory ailments, especially older residents can be put at risk if these are not both in place and enforced.
Minor word changes are ok but the intention of smoke free for Wellington and care for residents health is paramount, not just ticking a 10 year box.
Anonymous posts need to be allowed, personal info redacted.

Response No: 8

Contribution ID: 35925
Date Submitted: Jun 25, 2025, 04:14 PM

Q1 **Name:**

Short Text [redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text I think smoke is a significant problem in Karori airshed - shich is distinct from CBD where the measurements are, so its hard to quantify how bad.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text If anything, I think the bylaw is way too weak and is not working. Firstly, Karori can be visibly bad in winter, and there is no air quality measurement in this airshed, so there is no basis for action. Secondly, the difference in elevation of the houses and also constant wind causes domestic chimneys to produce smoke straight into other people's houses. This coupled with old housing stock with many holes affects people's health directly (especially kids), and there is no recourse. When I complained about a specific issue, all WCC could do was send a polite note, which does nothing. I'm fortunate enough to be able to throw a lot of money at the problem to extend neighbours chimney, replace windows, plug the gaps and install ventilation with carbon filters - but many people won't be so lucky.

Response No: 9

Contribution ID: 35931
Date Submitted: Jun 25, 2025, 04:53 PM

Q1 **Name:**

Short Text K[redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text

I feel there should be more thought put into ensuring that up to date fireplaces/woodburners are used and that chimneys /flues are cleaned regularly. Also reinforcement of messages about not burning treated wood.

This is because:
1 There is no way the WCC is able to monitor what wood or other materials are burned on or in a fireplace/woodburner. If treated wood is burned, due to its cheapness in these cost of living crisis times, then noxious fumes are produced. Those living close by unfortunately can tell the difference.

2 Wellington is a hilly city, and there is increasing housing density with infill housing. On a hillside, homes above one operating a fire WILL get the smoke from any fire below blowing into their homes from our almost constant winds. On windless days, smoke CAN be seen settling onto properties close to and below the flues of woodburner homes. The smoke of any household woodburner will be noticeable/pollute the air of a number of neighbours - depending on the direction of the wind. This is a health issue.

3 At present homeowners do not have to be doing anything against the rules to cause a health hazard and/or unpleasant ambient smoke smell in the air of their immediate area. It is much fairer and better for everyone's health to strengthen known rules/standards on fireplaces/emissions than to expect neighbours to have to damage relationships with personal complaints - or simply suffer in silence with irritated eyes or throats every winter.

4 We have a flued gas fire. So do many others. However, we are being encouraged to move away from using gas as gas reserves are said to be low. If those of us with gas fires move to woodburners, there will be many more woodburners operating, and the casual assessment of there being no emissions problem from woodfires in Wellington may be shown to be very wrong.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text

No

Response No: 10

Contribution ID: 35938
Date Submitted: Jun 25, 2025, 06:18 PM

Q1 **Name:**

Short Text: Eleanor

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: Smoke and fire should have some regulation but only in cases where it could directly impact health or safety of others. Should always be balanced with the benefits of fire.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: I strongly support modern residential fire places and log burners etc which are one way people can have warm dry (therefore safe) homes. Wood is a renewable resource and people can have personal responsibility when warming their homes in this way. I have a log burner and an air purifier and can see thar it doesn't change the air quality at all inside my home to have the fire going. It's such a wonderful way to keep people warm and homes dry and healthy. Never jeopardise this! Thanks!

Response No: 11

Contribution ID: 35939
Date Submitted: Jun 25, 2025, 07:06 PM

Q1 **Name:**

Short Text: Eleanor [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: Grear to hear it works well. Semms sensible to retain

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: No thanks

Response No: 12

Contribution ID: 35956
Date Submitted: Jun 26, 2025, 06:49 AM

Q1 **Name:**

Short Text: Bob

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: No

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: These matters should be attended to by the fire brigade. Not WCC.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: relative to the time it seems there have been very few complaints. people should be able to burn home fires/wood burners, back yard BBQs etc. Rural land owners must be able to burn slash etc on site without penalty. fire smoke is just that. it is not toxic normally. in Wn the wind always quickly clears drift. The name of it should first be in English - which is the language most New zealanders use and Know.

Response No: 13

Contribution ID: 35957
Date Submitted: Jun 26, 2025, 07:30 AM

Q1 **Name:**

Short Text: Mary [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: In winter we are plagued by our neighbours smoking wood burner heater chimney. It means we can't open windows or work outside in the garden because of the smoke. Please keep the bylaw.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: Please publicise it and the penalties, and the dangers of breathing in smoke. Make it easier to complain. We didn't know that you could complain about it.

Response No: 14

Contribution ID: 35962
Date Submitted: Jun 26, 2025, 09:43 AM

Q1 **Name:**

Short Text [redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text There are fire and smoke issues in Wellington. In winter almost all households around me frequently burn wood in their houses. (At least 3 households,sometimes more)
The smoke is so bad that often I cannot open a window. The smoke triggers asthma attacks in me and my nose is burning inside. I cannot understand that this is still allowed and o.k. in the times of climate change. (I think I don`t have to elaborate further on this.) Obviously,it is allowed to put people`s health at risk. I contacted the person in charge and my concern was dismissed. Burning wood is more than a nuisance. It is a health and environmental hazard and should only be allowed in emergency situations (power cuts etc.).

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text

Response No: 15

Contribution ID: 35963
Date Submitted: Jun 26, 2025, 09:52 AM

Q1 **Name:**

Short Text Kit [redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text If you've got washing on the line smoke is a problem.
Also smoke is carcinogenic.

A compromise might be to allow burning in a tin on the First Sunday of January April July October if there is no wind.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text

Response No: 16

Contribution ID: 35979
Date Submitted: Jun 26, 2025, 10:44 PM

Q1 **Name:**

Short Text jeff [redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice No

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text

Response No: 17

Contribution ID: 35988
Date Submitted: Jun 27, 2025, 11:13 AM

Q1 **Name:**

Short Text Grace [redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text I think that this is a positive bylaw that allows the Council to assist people who have a problem with fire and smoke nuisances.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text

Response No: 18

Contribution ID: 36001
Date Submitted: Jun 28, 2025, 08:25 AM

Q1 **Name:**

Short Text: Paul [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text:

Kia ora team
Thank you for the opportunity to provide feedback on your draft.

At the crux of the matter is section 4. "Nuisance or health and safety risk etc'

Section 4.2. I would suggest is deserving of further attention. As it stands, it's subjective and that means one person's interpretation and opinion of what is a 'nuisance', may be different to another persons.

To avoid ambiguity, misinterpretation, and potential for legal challenges, why not include specifics: the key items, and relevant web links to more detailed information including a few examples.

This will make the by-law transparent and efficient for all parties concerned.

The benefits:
Unnecessary call outs. Minimise time wasting by WCC staff, home owners, business owners, NZ Fire Service, industry consultants (e.g. architects, fire engineers, lawyers, medical). Save time, money. Improved health, safety and well being.

Kind regards
Paul [redacted]

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: No

Response No: 19

Contribution ID: 36007
Date Submitted: Jun 28, 2025, 04:26 PM

Q1 **Name:**

Short Text Alan [redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text

Response No: 20

Contribution ID: 36015
Date Submitted: Jun 28, 2025, 10:31 PM

Q1 **Name:**

Short Text: Carl [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: I do not think the current by-law sufficiently protects neighbouring properties from nuisance smoke from domestic fireplaces for heating. The fact that only 120 complaints have been recorded since 2020 could be symptomatic of the bylaw not working. I suspect the lack of complaints is this is due to a lack of awareness of the by-law, who the responsible authority is, and a lack of confidence in an investigation resolving the problem. Problematic smoke is worst during the period when a fire is first lit, making it difficult for council officers to detect the problem - by the time a complain is lodged and an officer has investigated, the problem will have diminished.

The review of the bylaw should consider restricting domestic fireplaces to be clean burning only.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text:

Response No: 21

Contribution ID: 36028
Date Submitted: Jun 30, 2025, 12:15 AM

Q1 **Name:**

Short Text

DAGMAWI [redacted]

Q3 **I am making this submission:**

Multi Choice

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice

Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text

I agreed the overall effect under section 4, meaning Fire and Smoke Nuisance Bylaw that the Wellington City current bylaw powers are adequate and important to keep the function good. So far the proposal is able to retain the Fire and Smoke Nuisance Bylaw and take the opportunity to make some minor updates that do not affect the public's existing rights.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text

I wonder to address the way of problem determination in which a Fire and Smoke Nuisance Bylaw provides the appropriate and critical regulatory tool for the Council to protect the community from fire and smoke nuisance.

Response No: 22

Contribution ID: 36046
Date Submitted: Jul 03, 2025, 10:52 AM

Q1 **Name:**

Short Text [redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text My neighbours were burning a lot of green garden waste and building materials from their renovations which I asked them to refrain from doing. This request was ignored so I contacted the council who followed up with them and this resulted in them stopping doing this. I was very relieved as I have two under 5s living with me and an asthmatic. I was also recovering from chemotherapy for breast cancer and did not wish to be breathing in the residue from treated timber from their renovations. I was very greatfull to the council for their intervention.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text

Response No: 23

Contribution ID: 36071
Date Submitted: Jul 06, 2025, 06:11 PM

Q1 **Name:**

Short Text K [redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text

This bylaw is not working well as it has no teeth. Unless fireplaces, logburners etc can be guaranteed not to emit smoke and fumes they should not be permitted in the city/suburbs at all. Further, fireplaces including logburners etc should not be allowed in garages in any circumstance as these are not residences and do not require heating.
Smoke from these and other "backyard" burns is noxious and drifts and creates nuisance and health hazards. In this day and age with so many other types of heating, they are simply not necessary and the health risk outweighs any benefit.
Finally having to report, wait 20 mins and report again is not workable for a reporting framework. When / if your team attend it is often hours later and the fire is out. Repeat nuisance appears to have no consequence. There is no way to capture the noxious emissions and "save" them for when / if your team attend.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text

I do not agree with the watering down of the bylaw by including a reasonableness test - who and how will this be administered. See above comment about the significant delays embedded into the reporting framework, exacerbated by further delays in council staff attending. People DIE from lung diseases due to noxious smoke and emissions. You should be doing everything you can to ban fires and smoke from the entire city.

Response No: 24

Contribution ID: 36081
Date Submitted: Jul 07, 2025, 02:33 PM

Q1 **Name:**

Short Text: Lucy [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: No

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: I guess it is useful to have a Bylaw if anyone is burning toxic materials or having fires on a semi-commercial basis. It may be that this is the mechanism for prohibiting outside fires in summer - which is important.
If it isn't really used for these significant matters, however, maybe it isn't necessary (?) Domestic woodburners are a fantastic eco-friendly, realtively cheap and efficient source of heat. Given Wgtn's high wind rating, any issues with lingering smoke would be insignificant, shirt-lived, and investigations would not merit the use of scarce WCC resources.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text:

Response No: 25

Contribution ID: 36097
Date Submitted: Jul 07, 2025, 03:05 PM

Q1 **Name:**

Short Text L

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice No

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text No. I strongly oppose the continuation of this bylaw. It represents an unnecessary overreach into the personal lives and homes of Wellington residents. Wood burners and open fireplaces are not only a traditional part of our housing and way of life, but they are essential for independent, resilient living.

Every New Zealander, especially those born and bred here, has the right to heat their home without corporate dependency, digital monitoring, or reliance on fragile supply chains. Attempting to restrict or criminalise the use of wood fires under the guise of "nuisance" is an affront to self-sufficiency and basic civil liberty. If smoke is a concern, education and personal responsibility, not bureaucratic enforcement, should be the solution.

Let people burn wood. Let them live freely.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text This bylaw reflects a wider trend of creeping restrictions under the pretext of public nuisance. In reality, it undermines basic freedoms and traditional lifestyles. Urban planners and policy writers seem increasingly divorced from the realities of working-class or rural life. Not everyone can afford electric heating, nor should they be expected to. Wood fires are reliable, affordable, and culturally rooted in this country's way of living.

If the Council is serious about sustainability, it should be supporting decentralised heating and fuel independence, not punishing it. The idea that occasional wood smoke is more harmful than mass energy dependence is absurd. This bylaw should be scrapped entirely or rewritten to enshrine, not restrict, the public's right to use solid fuel fires without interference.

Response No: 26

Contribution ID: 36110
Date Submitted: Jul 07, 2025, 03:33 PM

Q1 **Name:**

Short Text: Sean [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text:

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text:

Response No: 27

Contribution ID: 36118
Date Submitted: Jul 07, 2025, 03:49 PM

Q1 **Name:**

Short Text: Simon [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: I think this is a solution looking for a problem. Welly is the world's windiest city. There is no problem. This is bureaucracy gone mad.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text:

Response No: 28

Contribution ID: 36132
Date Submitted: Jul 07, 2025, 04:40 PM

Q1 **Name:**

Short Text: Jane [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text:

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text:

Response No: 29

Contribution ID: 36143
Date Submitted: Jul 07, 2025, 05:39 PM

Q1 **Name:**

Short Text Anthony [redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text Given modern technology, there should be zero emission of smoke or smell from a domestic fire

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text

Installation of wood burning fires must be subject to issue of Permit

Permit to be issued only to wood burners, CERTIFIED to emit zero smoke and smell

Response No: 30

Contribution ID: 36152
Date Submitted: Jul 07, 2025, 07:11 PM

Q1 **Name:**

Short Text: Brett [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: Some households in Wellington still retain residential fireplaces that do not combust fuel properly and create a smoke nuisance that adversely affects surrounding properties and residents. There are two in the street in which I live that cause air pollution and odour nuisance from May to October. The controls available under the bylaw are a helpful means by which I can take action to encourage neighbours to shift to less polluting and healthier technologies.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: I strongly support a bylaw that provides a clear definition of what constitutes a fire and smoke nuisance and provides for effective enforcement and penalties for non-compliance that are sufficient to encourage changes in behaviour and deter repeat offences. I also support the provision of information about the bylaw that encourages property owners to take a proactive approach to avoid breaches of the bylaw.

Response No: 31

Contribution ID: 36159
Date Submitted: Jul 07, 2025, 07:48 PM

Q1 **Name:**

Short Text: Jayden [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text:

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text:

Response No: 32

Contribution ID: 36161
Date Submitted: Jul 07, 2025, 07:58 PM

Q1 **Name:**

Short Text: Kathryn

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: No

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: This should be a fire brigades job, not a council, not someone the council sub contracts out to someone with absolutely no knowledge..

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: The fire brigade usually has a fire ban in summer, and this is lifted in the colder winter months, if someone has an issue with smoke from someone's fire place, which is keeping that family dry and war... they are the ones with an issue... there should be no action from smoke from a fire place, wood burner... however for.out door fires, usually people are pretty considerate with these, but again with the cost to dump at.the tip... I have no issues with anyone usuomg an out door incinerator... As most normal people who live around theae people in the middle of winter are likely to have there doors and windows closed anyway, and if they are ringing to complain they would complain about anything. That's my thoughts...

Response No: 33

Contribution ID: 36182
Date Submitted: Jul 07, 2025, 10:16 PM

Q1 **Name:**

Short Text: Steve [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text:

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text:

I'd include a clause relating to recurring or repeated offences providing an escalating scale of penalities

Response No: 34

Contribution ID: 36190
Date Submitted: Jul 08, 2025, 07:44 AM

Q1 **Name:**

Short Text: Stuart [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: About 40 complaints per year, for both garden waste burnoffs and woodburner smoke isn't bad. It's about right - it isn't often a nuisance but we do have instances were the bylaw is useful, evidently.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: I understand the bylaw pertains to woodburners and backyard rubbish burn offs. However, these two events are separate actions and should be policed differently. We have provisions for green waste disposal (thankyou), and there should be a near zero tolerance for back yard burnoffs in urban or suburban settings.

Woodburners are different. Much of the cause of problematic smoky woodburners are twofold - either the refractory isn't up to temperature or inappropriate timber is used. To reduce the nuisance from woodburner smoke, the use of properly dried (and untreated) wood could easily be encouraged by making timber storage/drying provision as part of the inspection and sign off. It need not be arduous - a simple covered rack would suffice and any responsible woodburner owner would be using one anyway.

Response No: 35

Contribution ID: 36237
Date Submitted: Jul 10, 2025, 01:40 AM

Q1 **Name:**

Short Text

Paul [redacted]

Q3 **I am making this submission:**

Multi Choice

As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice

Yes

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice

Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text

Council should take the smoke impact onto adjacent Hight Rise Buildings into Account when Council Considering approval of application of Permit of installing Wood Burner,
Also Council should revisit existing installations that are impacting such neighboring High-rise Buildings.
Also Council should commission Study of such impact since Council has NO Such Concerns !

Response No: 36

Contribution ID: 36247
Date Submitted: Jul 10, 2025, 08:59 PM

Q1 **Name:**

Short Text: Cedric [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text:

Smoke from fires is a health risk to those in the proximity of the fire and the wider public where smoke spreads. Anything that may incentivise the residential and industrial installation of clean air heating devices would most likely be a useful contributor to the lessening of smoke generation in urban areas.

With the myriad of private and Council provided waste collection services in the Wellington region there seems no reason for residents or industry to burn waste and a general prohibition seems warranted with perhaps some exceptions such as providing fire breaks where there is extreme fire risk and wildfires are threatening to engulf properties if emergency steps are not taken.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text:

No.

Response No: 37

Contribution ID: 36284
Date Submitted: Jul 11, 2025, 03:20 PM

Q1 **Name:**

Short Text: Anne [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: For back yard burns and general bonfires it should remain in place

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: Smoke from a persons fireplace should not be part of this bylaws if a suitable chimney is in place. People have to keep warm.

Response No: 38

Contribution ID: 36286
Date Submitted: Jul 11, 2025, 09:16 PM

Q1 **Name:**

Short Text DAGMAWI [redacted]

Q3 **I am making this submission:**

Multi Choice

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text Protection of Fire and Smoke Nuisance is basic as a CITY. Safety issues whatever case should be primary agenda even developing infrastructure tasks at anytime because life matters. So far it is more advisable and highly encouraged.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text Enough.

Response No: 39

Contribution ID: 36332
Date Submitted: Jul 14, 2025, 12:43 PM

Q1 **Name:**

Short Text: Tania [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: No

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: Moaning about smoke coming from peoples chimney.council should worry an fix outdated pipes around the city . enough flooding occuring every year.. rediculous bylaws these useless people coming up with. The ozone screwed as it is... worried about smoke from chimneys an beaches, come on an get real Council

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: No

Response No: 40

Contribution ID: 36336
Date Submitted: Jul 14, 2025, 12:57 PM

Q1 **Name:**

Short Text: Evan [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: It seems a responsive and pragmatic way to manage this type of issue

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text:

The definition of nuisance seems too subjective, and the potential penalties for an inadvertent breach are of concern. For example, when lighting a fire there is always smoke until the fire takes hold so it would be useful to include a time-bound threshold. Time of day and weather conditions are other useful considerations (there is less likely to be a nuisance in the evening). Someone living next to a vexatious neighbour is likely to be treated unevenly from the rest of the community if thresholds are not defined. Thresholds will minimise un-necessary callouts of authorised officers.

Response No: 41

Contribution ID: 36337
Date Submitted: Jul 14, 2025, 01:00 PM

Q1 **Name:**

Short Text Travis [redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text

Yes, BUT I would caveat that response to ensure that the bylaw protects consumers rights under the Building Act that provide legal and technical solution when providing a wood burner and flue system. So long as people have a building consent for the fire and are using dry chemical free wood, they should retain their rights for use and peaceful enjoyment. Some nights are cold and still, and smoke will drift to other properties and has been the case for hundreds of years and is acceptable. The right to safely provide warmth to homes via modern and well maintained efficient wood combustion should be upheld via the Building Act if it has been implemented correctly and used responsibly. The bylaw should have no jurisdiction over nationalised solutions when used in the way intended.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text

This bylaw has potential implication for abuse where a homeowners who may heat their homes with a wood burner and comply with every aspect of the Building Act comes under fire from a vexatious or ill informed entitled neighbour where small wafts of smoke cross boundaries. The homeowners may have a CCC and sign off from WCC to use the heating device as intended under NZ law,, but then suddenly may be made to reduce or cease use when they thoughts they had rights. If wood burners are consented and used under normal operating conditions with the correct fuels, then there needs to be exemptions and protections from the potential for harassment and reduced use of their investment, (quite a percentage of this investment is in the form of fees paid to WCC for consents to use as designed). I would say that this bylaw would be challengeable under NZ law and human rights if clauses are not inserted to this effect. Home owners will need some certainty of use of their investment if using as intended under manufacturers instructions.

Let us be clear WCC are trying stop those people who are using wet wood, poorly maintained fire boxes, uncleaned flues, and old fires that need to be upgraded. Those that are not in that camp should be free from harassment and persecution and should also be protected.

Response No: 42

Contribution ID: 36338
Date Submitted: Jul 14, 2025, 01:11 PM

Q1 **Name:**

Short Text: Janet [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: Just an observation as I am a pensioner and light the fire regularly over the very cold winter months. I trust if you get any complaints, not necessarily about me heaven forbid, but against people who are struggling to pay their electric power bills and are using their fireplaces more often than usual. They may not have had their chimney swept for some time (expensive exercise) so I hope all care and contact with the Council would take some of these issues into account if there is ever a complaint.

Good idea to keep an eye on things. I notice a more people foraging for pine cones lately and maybe a sign of tough times for some.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: No.

Response No: 43

Contribution ID: 36340
Date Submitted: Jul 14, 2025, 01:12 PM

Q1 **Name:**

Short Text: Simon [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: I don't think Council should be wasting time and money on this - IT IS NOT A PROBLEM

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: People should be allowed to light fires on beaches within reason

Response No: 44

Contribution ID: 36344
Date Submitted: Jul 14, 2025, 01:22 PM

Q1 **Name:**

Short Text: Melissa [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: No

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: Carbon dioxide makes plants grow. The more CO2 the more plants. This is science fact.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text:

Response No: 45

Contribution ID: 36349
Date Submitted: Jul 14, 2025, 01:56 PM

Q1 **Name:**

Short Text: Elizabeth [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: I believe people should be allowed to have backyard BBQs, woodburners etc.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: I am more concerned with vaping in public places, also a hazard to health.

Response No: 46

Contribution ID: 36365
Date Submitted: Jul 14, 2025, 06:15 PM

Q1 **Name:**

Short Text: Lorraine [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: At a time of very substantial financial hardship and climate change causing colder weather now is not the time to further restrict home fireplace use.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: as above

Response No: 47

Contribution ID: 36367
Date Submitted: Jul 14, 2025, 06:25 PM

Q1 **Name:**

Short Text P[redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text Backyard incinerators are such a nuisance when sometimes neighbours, without thinking light up one to burn garden rubbish etc. and smoke blows across clothes lines and one's washing dries with that smokey smell e.g sheets etc. Horrible. Therefore, there should be some license or permission bylaw to operate such at convenient times of day, only, when people would not have washing out.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text Wood burners should comply with current requirements and have special chimneys installed that do not spread their smoke as much. Low emission's certificate.

Response No: 48

Contribution ID: 36368
Date Submitted: Jul 14, 2025, 07:16 PM

Q1 **Name:**

Short Text DAGMAWI [redacted]

Q3 **I am making this submission:**

Multi Choice

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text For sure, fire and related risks should be regulated with Bylaw. Especially engineers and architects are expected to involve in the reduction of such risks by providing sustainable and suburb integrated design and construction ideas, concepts, and operational methodologies.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text I wish those experts involved in these tasks do prepare designs which align with mitigating such risks along with including sustainability issues.

Response No: 49

Contribution ID: 36369
Date Submitted: Jul 14, 2025, 07:20 PM

Q1 **Name:**

Short Text: Rick [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: Something is clearly needed to provide a mechanism to deal with excessive smoke nuisance but I don't think a new separate bylaw is needed.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: The existing approach was good enough. The move to generate a new bylaw smacks of someone looking for work...

Response No: 50

Contribution ID: 36375
Date Submitted: Jul 14, 2025, 09:16 PM

Q1 **Name:**

Short Text D [redacted]

Q3 **I am making this submission:**

Multi Choice As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice No

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text Since June 2020, the Council has received about 120 fire and smoke nuisance service requests.
In the scheme of things to manage and oversee I don't think this is a lot in the scheme of things.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text The fire service (who are levied) restrics the use of fire over periods where most people would be outside & would deem it a nuisance. The effort to manage this from a council perspective could be better used on other pressing issues.

Response No: 51

Contribution ID: 36386
Date Submitted: Jul 15, 2025, 12:57 PM

Q1 **Name:**

Short Text: Philip [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: I have to close my windows (which I would prefer to have open on the catches for ventilation) when the wind is from the north and a neighbour has smoke belching from the chimney of their home. Given the prevailing wind is from the north and the neighbour seems to use the fire nine months of the year, it is gratifying to know I have recourse to this bylaw if I choose to do so.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: N/A

Response No: 52

Contribution ID: 36394
Date Submitted: Jul 16, 2025, 08:04 AM

Q1 **Name:**

Short Text: Charlie [redacted]

Q3 **I am making this submission:**

Multi Choice: As an individual

Q5 **I would like to make an oral submission to the Councillors:**

Multi Choice: No

Q7 **1. Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?**

Multi Choice: Yes

Q8 **2. Please let us know a bit more about your answer to question 1.**

Long Text: There are people who don't care if they swamp their neighbourhood with smoke from whatever they are burning, so some regulation is needed. I would never want to restrict normal fireplace useage, eg burning clean wood. We don't have a fireplace.

Q9 **3. Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw 2025?**

Long Text: It mustn't become a tool for serial complainers. Too many people ae becoming too personally entitled and will complain at the smallest things if given the opportunity.

Health New Zealand
Te Whatu Ora

10 July 2025

Charlotte Haeusler
Senior Advisor Policy
Wellington City Council
PO Box 2199
Wellington 6140

Tēnā koe Charlotte,

Wellington City Council Fire and Smoke Nuisance Bylaw

This technical advice has been written by Health New Zealand | Te Whatu Ora National Public Health Service (Health NZ) in the Wellington region. The National Public Health Service is a directorate within Health NZ. Incorporating public health perspectives into council planning and decision-making helps to support the health and wellbeing of our communities.

Health NZ has statutory obligations under the Pae Ora (Healthy Futures) Act 2022 and the Health Act 1956 to improve, promote and protect the health of people and communities.

This advice aligns to Health NZ's commitment towards healthier and more resilient communities by reducing inequities and promoting good health, particularly for Māori, Pacific peoples, and disabled people.

Health NZ does not wish to be heard regarding this response.

For any clarification regarding this advice please contact [redacted] Health Protection Officer: [redacted]

Nā māua iti nei,

[redacted]

Health New Zealand
Te Whatu Ora

Response to the consultation question

Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?

Yes. Health New Zealand's advice to Council is that the Fire and Smoke Nuisance Bylaw be retained. The Council's Statement of Proposal clearly identifies the bylaw as an effective regulatory tool that protects Wellington residents from ongoing exposure to fire and smoke nuisance. This is supported by data from the Council's Public Health team, which has recorded approximately 120 fire and smoke-related service requests since June 2020.

Health NZ understands that fire and smoke nuisance remains an issue in Wellington City. Smoke from domestic and commercial fires contributes to elevated $PM_{2.5}$ levels, which are strongly linked to adverse health outcomes including respiratory and cardiovascular illnesses. While smoke pollution can affect the broader population, certain groups are more susceptible such as older adults, children, pregnant women, those with disabilities, and individuals with pre-existing conditions such as asthma.[1,2]

Health NZ acknowledges the bylaw provides clear legislative authority under the Health Act 1956 s64(1)(a) and Local Government Act 2002 s145 to abate nuisances where necessary.

[1] www.tewhatuora.govt.nz/health-services-and-programmes/environmental-health/built-environment/air-quality
[2] www.ehinz.ac.nz/projects/hapinz3/health-impacts-from-fine-particulate-matter-pm2-5

Fire and Smoke Nuisance Bylaw review 2025 - submissions summary and recommendations for final bylaw

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Introduction

Background

The purpose of the Council's Fire and Smoke Nuisance Bylaw is to protect the public from the nuisance arising from fire and smoke, in regard to aspects other than fire safety.

The current bylaw prohibits fires, smoke, or noxious fumes which create a nuisance, health risk, or safety risk to any person or property (excluding safety risks to which the Fire and Emergency New Zealand Act 2017 (FENZ Act), or regulations made under that Act, apply). The bylaw enables Council officers, if required, to take reasonable steps to abate (decrease, diminish, or lessen) the nuisance.

Bylaw review and findings

The Fire and Smoke Nuisance Bylaw was reviewed because prior to amendments in 2018, the last full statutory review was in 2015. The Local Government Act 2002 (LGA) requires that the bylaw is reviewed within ten years of the last review.

Our review found that the bylaw continues to be an effective tool for managing fire and smoke nuisance in Wellington, so officers proposed to retain the bylaw. A draft Fire and Smoke Nuisance Bylaw 2025 was developed for public consultation, which included some changes compared to the current bylaw. None of these changed existing powers.

Consultation on the draft Fire and Smoke Nuisance Bylaw 2025

Public consultation on the bylaw review was undertaken from 13 June to 15 July 2025. 48 individuals and one organisation submitted on the bylaw. Two individuals made more than one submission. Where multiple submissions were made, they have been grouped against the individual submitter for the purposes of analysis.

This document summarises submissions received on the draft bylaw and provides officers' responses and recommendations in response.

Proposed updates and actions following consultation

As described in more detail later in this document against relevant submission points, officers recommend that the definition of 'nuisance' in the bylaw is updated to include the relevant definitions of nuisance in the Health Act 1956 (noting that the bylaw is not limited to this definition).

Officers also intend to update and publish the operational guidelines for authorised officers responding to fire and smoke nuisance complaints. This will provide more information to the community about how nuisance is assessed.

Submission themes and officers' responses

This section summarises the responses to the three questions asked during consultation on the draft Fire and Smoke Nuisance Bylaw 2025. Officers' responses and recommendations are also provided.

Note that this document does not reflect submissions in full. These are included as attachment 1 of the report to the Social, Cultural, and Economic Committee on 4 September 2025.

Question 1: Do you think the Council should retain a bylaw for regulating fire and smoke nuisance?

Feedback	Officers' recommendation
Yes: 81.6% (40 submitters) No: 18.4% (9 submitters)	Retain bylaw to regulate fire and smoke nuisance.

Question 2: Please let us know a bit more about your answer to question 1.

Submission points in response to this question are grouped into key themes. The table below sets out these themes and the officers' response, including any recommended updates for the final Fire and Smoke Nuisance Bylaw 2025.

This document may not reflect every submission point received. Full submissions are included as attachment 1 of the report to the Social, Cultural, and Economic Committee on 4 September 2025.

Theme	Officers' response / recommendation
Smoke nuisance is an issue in Wellington.	These points support the recommendation to retain the bylaw.
Smoke can cause health issues.	These points support the recommendation to retain the bylaw. Greater Wellington Regional Council (GWRC) has responsibilities relating to discharge of contaminants into air under the Resource Management Act (RMA). GWRC tracks air quality trends and checks that air quality meets national standards and guidelines which aim to provide a minimum level of health protection.
Support for bylaw.	These points support the recommendation to retain the bylaw.

Theme	Officers' response / recommendation
Inappropriate materials are being burned.	The GWRC Natural Resources Plan prohibits burning certain materials. Officers include consideration of the type of fuel being burned as part of their assessment of nuisance.
A bylaw for fire and smoke nuisance is not necessary (not Council's role, scale of issue not significant, unnecessary overreach etc.)	Over 80% of public submissions support the Council having a bylaw to regulate fire and smoke nuisance, and officers consider that the number of complaints received are sufficient to support retaining the bylaw. While Fire and Emergency New Zealand (FENZ) has responsibility for fire safety under the FENZ Act, and GWRC has responsibilities relating to discharge of contaminants into air under the RMA, section 145 of the LGA allows territorial authorities to make bylaws for the purposes of protecting the public from nuisance. Section 64(1)(a) of the Health Act 1956 allows local authorities to make bylaws for 'improving, promoting, or protecting public heath, and preventing or abating nuisances.' The Council's Fire and Smoke Nuisance Bylaw is made under both Acts.
Building design should include risk reduction for fire and smoke.	While the Council issues building consents, it is not responsible for setting building design requirements. Design requirements are set out under the Building Code, specifically G4 for ventilation, as well as NZS2918:2001.
Suggests licence or permission system for backyard incinerators.	Under rule R1 of the GWRC Natural Resources Plan, the discharge of contaminants into air from outdoor burning is a permitted activity, provided certain conditions are met. FENZ may require fire permits for incinerators depending on the fire season. Where permits are not required, safety requirements must still be followed.
Financial hardship/cost of heating should be a consideration.	Noted. The bylaw would only enable an authorised officer to request that a domestic fire was put out if nuisance was confirmed following a complaint/s. Section 145 of the LGA allows territorial authorities to make bylaws for the purposes of protecting the public from nuisance. Section 64(1)(a) of the Health Act 1956 allows local authorities to make bylaws for 'improving, promoting, or protecting public heath, and preventing or abating nuisances.' The Council's Fire and Smoke Nuisance Bylaw is made under both Acts.

Theme	Officers' response / recommendation
Bylaw should not be enforced where wood burners are compliant with the Building Act or being used correctly.	Section 145 of the LGA allows territorial authorities to make bylaws for the purposes of protecting the public from nuisance. Section 64(1)(a) of the Health Act 1956 allows local authorities to make bylaws for 'improving, promoting, or protecting public health, and preventing or abating nuisances.' The Council's Fire and Smoke Nuisance Bylaw is made under both Acts.
Wood burning/ fireplaces are part of our way of life/efficient/eco-friendly.	The bylaw would only enable an authorised officer to request that a domestic wood burning fire was put out if nuisance was confirmed following a complaint/s. Section 145 of the LGA allows territorial authorities to make bylaws for the purposes of protecting the public from nuisance. Section 64(1)(a) of the Health Act 1956 allows local authorities to make bylaws for 'improving, promoting, or protecting public heath, and preventing or abating nuisances.' The Council's Fire and Smoke Nuisance Bylaw is made under both Acts. Officers include consideration of the type of fuel being burned as part of their assessment of nuisance.
Supports education and personal responsibility, not enforcement.	The Council takes an educative approach when responding to callouts and provides good practise tips for nuisance-free fires on its website.
The bylaw should apply/not apply to certain types of fires.	The bylaw applies to any type of fire, as it is focused on regulating nuisance as a result of fire and smoke. Section 145 of the LGA allows territorial authorities to make bylaws for the purposes of protecting the public from nuisance. Section 64(1)(a) of the Health Act 1956 allows local authorities to make bylaws for 'improving, promoting, or protecting public heath, and preventing or abating nuisances.' The Council's Fire and Smoke Nuisance Bylaw is made under both Acts. For outdoor fires, under rule R1 of the GWRC Natural Resources Plan, the discharge of contaminants into air from outdoor burning is a permitted activity, provided certain conditions are met.
Suggests general prohibition on burning waste.	This is covered in the GWRC Natural Resources Plan. Rule R1 sets the discharge of contaminants into air from outdoor burning as a permitted activity, provided certain conditions are met, including that there is no burning of 'specified materials.' Rule R6 prohibits the discharge of contaminants into air from the combustion of 'specified materials' in a domestic fire. The definition of 'specified materials' includes 'municipal, commercial, institutional, domestic, or industrial waste.'

Theme	Officers' response / recommendation
Suggests restrictions around when burning can be allowed.	Outdoor burning is a permitted activity under the GWRC Natural Resources Plan, providing certain conditions are met. Depending on the fire season, FENZ may require permits for outdoor fires. Where permits are not required (for example in an open fire season), safety requirements must still be followed.
Provide clearer definition of 'nuisance.'	CHANGE TO BYLAW PROPOSED Officers recommend that the definition of 'nuisance' in the bylaw is updated to include the relevant definitions of nuisance in the Health Act 1956 (noting that the bylaw is not limited to this definition). This will provide more specificity while not restricting authorised officers to this definition in their assessment of fire and smoke nuisance (noting that the scope of this bylaw is not restricted to nuisances under the Health Act). Officers also intend to update and publish the operational guidelines for authorised officers responding to fire and smoke nuisance complaints. This will provide more information to the community about how nuisance is assessed.
Strengthen/enforce standards for fireplaces or wood burners.	All new wood burners installed from 1 September 2005 on properties less than 2 hectares in size must meet requirements in the wood burner standards which are part of the National Environmental Standards for Air Quality (NES for Air Quality). The Ministry for the Environment (MfE) keeps a list of authorised wood burners. Installation requirements under the Building Act 2004 must be adhered to. Developments or updates to the New Zealand Building Standards are controlled by the Ministry of Business, Innovation and Employment (MBIE). The Council enforces the most current standards to ensure wood burners comply under the Building Act.
There are no consequences for repeat offences.	The bylaw now includes clause 7.2: The continued existence of any work, building, land, premises or thing in such a state or form as to be in contravention of any provision of this bylaw shall be deemed to be a continuing offence under this bylaw. This clause already existed in the introduction of the Consolidated Bylaw. Penalties for bylaw offences are set out in the LGA and Health Act 1956. Officers include consideration of the number of prior callouts as part of their assessment of nuisance.
Awareness of bylaw could be improved.	Noted. Officers will consider opportunities to increase public awareness of the bylaw.

Theme	Officers' response / recommendation
Wait time after reporting is not supported.	On receipt of a fire and smoke nuisance complaint, it is standard procedure for the Council to advise callers to wait 20 minutes and call back if the issue has persisted. This is because, in most cases, fires are smokiest when first getting started. The wait period reduces the number of callouts where the issue has resolved by the time officers arrive.
Fire and smoke can cause environmental issues.	Noted. This point supports the recommendation to retain the bylaw. GWRC has responsibilities relating to the discharge of contaminants into air under the RMA.
Concerned about air quality in Karori airshed.	Noted. GWRC has responsibilities relating to the discharge of contaminants into air under the RMA. GWRC tracks air quality trends and checks that air quality meets national standards and guidelines which aim to provide a minimum level of health protection.

Question 3: Are there any other comments you wish to make on any part of the draft Fire and Smoke Nuisance Bylaw?

Submission points in response to this question are grouped into themes. The table below sets out these themes and the officers' response, including any recommended updates for the final Fire and Smoke Nuisance Bylaw 2025.

This document may not reflect every submission point received. Full submissions are included as attachment 1 of the report to the Social, Cultural, and Economic Committee on 4 September 2025.

Theme	Officers' response / recommendation
Smoke nuisance is an issue in Wellington.	These points support the recommendation to retain the bylaw.
Smoke can cause health issues.	These points support the recommendation to retain the bylaw. Greater Wellington Regional Council (GWRC) has responsibilities relating to discharge of contaminants into air under the Resource Management Act (RMA). GWRC tracks air quality trends and checks that air quality meets national standards and guidelines which aim to provide a minimum level of health protection.
Wood burning should be banned/incentives provided to switch to other methods.	All new wood burners installed from 1 September 2005 on properties less than 2 hectares in size must meet requirements in the wood burner standards which are part of the NES for Air Quality. MfE keeps a list of authorised wood burners. Installation requirements under the Building Act 2004 must be adhered to.

Theme	Officers' response / recommendation
Bylaw should not be enforced where wood burners are compliant with the Building Act or being used correctly.	The bylaw does not distinguish between types of fires as it is focussed on regulating nuisance. Section 145 of the LGA allows territorial authorities to make bylaws for the purposes of protecting the public from nuisance. Section 64(1)(a) of the Health Act 1956 allows local authorities to make bylaws for 'improving, promoting, or protecting public heath, and preventing or abating nuisances.' The Council's Fire and Smoke Nuisance Bylaw is made under both Acts.
Inappropriate materials are being burned, this should be banned/there should be enforcement.	The GWRC Natural Resources Plan prohibits burning certain materials. Officers include consideration of the type of fuel being burned as part of their assessment of nuisance.
The bylaw could contravene human rights.	There are no rights in the Human Rights Act 1993 or the Bill of Rights Act 1990 in relation to the lighting of fires.
Encourage appropriate fuel use through timber storage/drying provision as part of inspection and signoff.	While the Council issues building consents, it is not responsible for setting building design requirements. There is currently no requirement under the Building Act for the suggested provision to be included under the Building Consent, therefore the Council does not have the ability to enforce this.
Existing approach was good.	Existing bylaws must be reviewed according to legislative timeframes, which is the reason for this review. The proposed bylaw includes minimal changes compared to the current bylaw/approach.
Should not be used as a tool for serial complainers.	The assessment made by authorised officers is intended to ensure genuine cases of unreasonable inconvenience or risk are occurring before any further action is taken.
Strengthen/enforce standards for fireplaces or wood burners.	All new wood burners installed from 1 September 2005 on properties less than 2 hectares in size must meet requirements in the wood burner standards which are part of the National Environmental Standards for Air Quality (NES for Air Quality). MfE keeps a list of authorised wood burners. Installation requirements under the Building Act 2004 must be adhered to. Developments or updates to the Building Standards are controlled by MBIE. The Council enforces the most current standards to ensure wood burners comply under the Building Act.

Theme	Officers' response / recommendation
Council should consider smoke impact on adjacent high-rises when considering building consents, revisit existing installations where there are issues, and commission a study of these impacts	While the Council issues building consents, it is not responsible for setting building design requirements. Design requirements are set out under the Building Code, specifically G4 for ventilation, as well as NZS2918:2001. GWRC has responsibilities relating to the discharge of contaminants into air under the RMA. GWRC tracks air quality trends and checks that air quality meets national standards and guidelines.
Include risk mitigation for smoke in building design.	While the Council issues building consents, it is not responsible for setting building design requirements. Design requirements are set out under the Building Code, specifically G4 for ventilation, as well as NZS2918:2001.
Concerned with vaping in public places.	Noted. Outside the scope of this bylaw.
Beach fires should be allowed.	The bylaw does not restrict fires on beaches and does not distinguish between types of fires. It is focused on regulating nuisance that occurs as a result of fire and smoke.
There should be no action on smoke from a fireplace/ wood burner.	The bylaw does not distinguish between types of fires as it is focussed on regulating nuisance. Section 145 of the LGA allows territorial authorities to make bylaws for the purposes of protecting the public from nuisance. Section 64(1)(a) of the Health Act 1956 allows local authorities to make bylaws for 'improving, promoting, or protecting public heath, and preventing or abating nuisances.' The Council's Fire and Smoke Nuisance Bylaw is made under both Acts.
Council should be supporting decentralised heating and fuel independence, not punishing it.	The bylaw would only enable an authorised officer to request that a domestic wood burning fire was put out if nuisance was confirmed following a complaint/s. Section 145 of the LGA allows territorial authorities to make bylaws for the purposes of protecting the public from nuisance. Section 64(1)(a) of the Health Act 1956 allows local authorities to make bylaws for 'improving, promoting, or protecting public health, and preventing or abating nuisances.' The Council's Fire and Smoke Nuisance Bylaw is made under both Acts.
Not a large number of relevant complaints.	Over 80% of submissions support the Council having a bylaw to regulate fire and smoke nuisance, and officers consider the number of complaints received are sufficient to support retaining the bylaw.

Theme	Officers' response / recommendation
Bylaw name should first be in English.	As outlined in Te Tauihu, the Council's Te Reo Māori Policy, the Council's vision is for Wellington to be a te reo Māori city by 2040. The design of the final bylaw will take into account Te Tauihu as well as consistency with the Council's other bylaws.
Suggests annual exception to the bylaw for fires lit over Matariki weekend.	Officers include cultural and tikanga considerations as part of their assessment of nuisance. Officers intend to update and publish the operational guidelines for authorised officers responding to fire and smoke nuisance complaints. This will provide more information to the community about how nuisance is assessed.
Definition of 'nuisance' too subjective.	CHANGE TO BYLAW PROPOSED Officers recommend that the definition of 'nuisance' in the bylaw is updated to include the relevant definitions of nuisance in the Health Act 1956 (noting that the bylaw is not limited to this definition). This will provide more specificity while not restricting authorised officers to this definition in their assessment of fire and smoke nuisance (noting that while the bylaw is made under the Health Act, the scope of this bylaw is not restricted to nuisances under the Health Act).
Consider time of day, weather, and allowance of time for fire to take hold in nuisance assessments.	Officers intend to update and publish the operational guidelines for authorised officers responding to fire and smoke nuisance complaints. This will provide more information to the community about how nuisance is assessed. On receipt of a fire and smoke nuisance complaint, it is standard procedure for the Council to advise callers to wait 20 minutes and call back if the issue has persisted. This is because in most cases fires are smokiest when first getting started.
Suggests near zero tolerance for back yard burn offs in urban or suburban settings.	Outdoor burning is a permitted activity under the GWRC Natural Resources Plan, however there are rules around what materials can be burned. Depending on the fire season, FENZ may require permits for outdoor fires. Where permits are not required (for example in an open fire season), safety requirements must still be followed.
Strengthen bylaw/ have effective enforcement and penalties.	Officers intend to update and publish the operational guidelines for authorised officers responding to fire and smoke nuisance complaints. This will provide more information to the community about how nuisance is assessed. Penalties for bylaw offences are set out in the LGA and Health Act 1956.

Theme	Officers' response / recommendation
Address recurring or repeated offences, with escalating scale of penalties	The bylaw now includes clause 7.2: The continued existence of any work, building, land, premises or thing in such a state or form as to be in contravention of any provision of this bylaw shall be deemed to be a continuing offence under this bylaw. This clause already existed in the introduction of the Consolidated Bylaw. Penalties for bylaw offences are set out in the LGA and Health Act 1956. Officers include consideration of the number of prior callouts as part of their assessment of nuisance.
Support provision of information about the bylaw.	Officers will consider opportunities to increase public awareness of the bylaw.
Does not support inclusion of 'reasonableness test.'	CHANGE TO BYLAW PROPOSED Officers recommend that the definition of 'nuisance' in the bylaw is updated to include the relevant definitions of nuisance in the Health Act 1956 (noting that the bylaw is not limited to this definition). This will provide more specificity while not restricting authorised officers to this definition in their assessment of fire and smoke nuisance (noting that the scope of this bylaw is not restricted to nuisances under the Health Act). Officers also intend to update and publish the operational guidelines for authorised officers responding to fire and smoke nuisance complaints. This will provide more information to the community about how nuisance is assessed.
No air quality measurement in Karori.	Noted. GWRC has responsibilities relating to the discharge of contaminants into air under the RMA. GWRC tracks air quality trends and checks that air quality meets national standards and guidelines which aim to provide a minimum level of health protection.
Allow anonymous posts, redact personal information.	It is standard practice for the Council to require names to be provided on public consultations. However, as some submissions have been received on this consultation which contain potentially personal information, only the first name provided has been included in the published version of submissions from individuals. As per the Privacy Statement for this consultation, all other personal information has been redacted.

Additional amendments proposed for final bylaw

In addition to the proposed update following public consultation, some additional amendments have been identified during finalisation of the bylaw. None of these change the bylaw intent or powers.

The updates are:

- reflecting the adoption date of the bylaw
- including a ‘commencement’ section setting out when the bylaw comes into force
- capitalising defined terms throughout the bylaw
- updating the title of section 4: ‘bylaws revoked’ to ‘revocation and savings’ and moving the section to earlier in the bylaw, for consistency with the Council’s other bylaws
- including new clause 4.1, which states that the new bylaw revokes the current bylaw
- updating the definition of ‘nuisance’ to include reference to (but not limit the definition to) nuisances defined in sections 29(m) and 29(n) of the Health Act 1956
- a small number of other minor drafting improvements, including renumbering and inserting acronyms for consistency.

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Fire and Smoke Nuisance Bylaw 2025

Absolutely Positively Wellington City Council
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1. Preamble

This bylaw is made under section 145 of the Local Government Act 2002 and section 64(1)(a) of the Health Act 1956.

This bylaw was adopted on ~~[DATE]~~ 11 September 2025.

Nothing in this bylaw derogates from the Fire and Emergency New Zealand Act 2017 or any regulations or notice made under that Act. To the extent that it is covered by that Act, nothing in this bylaw:

- relates to the removal of fire hazards; or
- declares prohibited or restricted fire seasons; or
- prohibits or otherwise regulates or controls the lighting of fires in open air; or
- relates to the prevention of the spread of fires involving vegetation.

These fire safety measures are regulated by Fire and Emergency New Zealand (FENZ) pursuant to the Fire and Emergency Act 2017.

Explanatory note:
Fire safety rules, fire ban information, fire season status, confirmation of whether a fire permit is required, and instructions for how to apply for a permit can be found on the FENZ ~~Fire and Emergency New Zealand~~ websites www.fireandemergency.nz and www.checkitsalright.nz, or by contacting FENZ ~~Fire and Emergency New Zealand~~ on 0800 658 628.

Fires in public places can also be managed under the Council's Public Places Bylaw, which allows the Council to set conditions or restrictions for the use of public places.

2. Commencement

This bylaw comes into force on 20 October 2025.

3. Purpose

The purpose of this bylaw is to protect the public from the nuisance arising from fire and smoke, in regard to aspects other than fire safety.

4. Revocation and savings ~~Bylaws revoked~~

4.1 This bylaw revokes and replaces Part 3: Fire and Smoke Nuisance of the Wellington City Consolidated Bylaw 2008.

4.2 Any resolution made under the Wellington City Consolidated Bylaw 2008, before this bylaw came into force, continues in force under this bylaw until altered or revoked by further resolution.

4.3 The revocation of existing bylaws does not extinguish any existing cause of action.

4.4 All bylaws revoked shall remain in force and effect so far as they relate to anything done or any offence committed, penalty incurred, prosecution or proceeding commenced, right or liability accrued, licence issued, notice given, or order made, under or against any of the provisions of that bylaw before the coming into force of this bylaw.

4.5 All Council officers appointed under or for the purpose of any revoked bylaw, and holding office at the time of the coming into operation of this bylaw, shall be deemed to have been appointed under this bylaw.

5. Interpretation

In this bylaw, unless the context otherwise requires:

"**Authorised officer**" means an enforcement officer appointed under the Local Government Act 2002, an environmental health officer appointed under the Health Act 1956, or any other person authorised by Wellington City Council for the purposes of administering and enforcing this bylaw.

"**Nuisance or risk**" means an unreasonable inconvenience or risk, actual or potential, and is at the discretion of an authorised officer following an assessment. This includes, but is not limited to, nuisances defined in sections 29(m) and 29(n) of the Health Act 1956.

"Owner" has the meaning given by the Local Government Act 1974.

"Person" has the meaning given by the Legislation Act 2019 and may refer to an individual or a company.

"**Reasonable steps**" includes but is not limited to issuing a direction to extinguish the fire and/or extinguishing the fire.

"The Council" means Wellington City Council.

6. Nuisance or health and safety risk from fires or smoke

6.1 No Person may light, or allow to remain lit, any fire that creates a Nuisance, health risk, or safety risk to any person or property.

6.2 No Person may permit smoke, noxious fumes or any other matter to be emitted in such a way as to create a Nuisance, health risk, or safety risk to any person or property.

6.3 If an Authorised Officer is of the opinion that clause 6.1 or 6.2 has been breached, or is likely to be breached, the Authorised Officer may take Reasonable Steps to abate, or cause to be abated, the Nuisance or risk.

6.4 To avoid doubt, nothing in this bylaw applies to a fire safety risk to which the Fire and Emergency New Zealand Act 2017, or regulations made under that Act, applies.

7. Offences and cost recovery

7.1 Every Person commits an offence who:

a. breaches clause 6.1 or 6.2 of this bylaw; or

b. fails to comply with a direction of an Authorised Officer issued under clause 6.3 of this bylaw.

7.2 The continued existence of any work, building, land, premises or thing in such a state or form as to be in contravention of any provision of this bylaw shall be deemed to be a continuing offence under this bylaw.

7.3 The Council may recover any costs it incurs as a result of acting under this bylaw. Costs are recoverable from:

a. the Owner of the property on or from which the nuisance or risk originated; and/or

b. any Person who caused the nuisance or risk.

8. Penalties

8.1 A Person who is convicted of an offence against this bylaw may be liable to a penalty under the Local Government Act 2002 or the Health Act 1956.

Fire and Smoke Nuisance Bylaw 2025

Absolutely Positively Wellington City Council
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PROPOSED

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PROPOSED

ECONOMIC WELLBEING STRATEGY ANNUAL REPORT

Kōrero taunaki | Summary of considerations

Purpose

1. This report is the annual update on the delivery of Wellington City Council's (the Council) Economic Wellbeing Strategy, launched in June 2022. This is the third year of reporting against the 10-year strategy.

Strategic alignment

2. The most relevant community outcomes for this paper, as detailed in the Council's Long-Term Plan 24-34, are Economic Wellbeing - An innovative business friendly city, and Cultural Wellbeing - A welcoming, diverse and friendly city.

3. The strategic approaches the Economic Wellbeing Strategy contribute to are:

    - Making our city accessible and inclusive for all
    - Engaging our community
    - Integrating te ao Māori

4. The Economic Wellbeing Strategy contributes to these approaches through:

    - Investing in activities and initiatives that make Wellington a great place to live and do business.
    - Engaging with the business community to provide them with information about Council's projects, support business-led initiatives, collaborate with business to drive action, and mitigate the impacts of significant infrastructure projects.
    - Working in partnership to support the growth of the Māori economy
    - Revitalising the city and suburbs to support a thriving and resilient economy and support job growth.

Relevant previous decisions

5. Adoption of the Economic Wellbeing Strategy June 2022.

6. As part of the annual report of the Economic Wellbeing Strategy 10 October 2024, the Social Cultural and Economic Committee passed an amendment to direct officers to report back on options to further catalyse the tech and screen sectors in Wellington to attract new investment, drive economic diversity, job growth and city vibrancy. The response to this amendment is covered in this report as well as WellingtonNZ's Statement of Intent 2025-2028.

7. Adoption of the refreshed Business Improvement District Policy 8 May 2025.

Financial considerations

☒ Nil	☐ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

8. Within existing budget provisions.

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

Author	Melissa Davey, Manager Economic Strategy & Commercial
Authoriser	Anna Calver, Chief Economic and Engagement Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee:

1. Receive the information.
2. Note that the Economic Wellbeing Strategy will be reviewed in 2026.

Whakarāpopoto | Executive Summary

9. The Economic Wellbeing Strategy (EWS) has provided clear direction during a period of challenging economic conditions. Now at its three-year mark, the strategy has delivered tangible impact while signalling where a sharper focus is needed to support Wellington's economic resilience and diversity, and broader city vibrancy.
10. The impact of the delivery of the strategy is measurable across city vibrancy, business growth, and sector diversification with 44 of 63 actions actively progressed or embedded over the past three years.
11. The Council plays several roles in the economy, primarily as a provider, funder, partner, facilitator, advocate, and regulator. This includes:
    - Making Wellington a liveable city though delivering projects and services including transport, Te Kainga affordable housing programme and District Plan changes to enable increased housing, infrastructure upgrades, recreation facilities and the City Safety and Wellbeing Plan to improve perceptions of safety.
    - Supporting economic diversification through support for the tech and screen sectors, including the Taiawa Scale Up hub in partnership with Te Herenga Waka Victoria University and numerous screen sector attraction, permitting and capability building initiatives.
    - Targeting investment through the City Growth Fund and Destination Wellington programme to accelerate outcomes.
    - Sustaining city vibrancy and stimulating spending through major events, tourism attraction and precinct revitalisation.
12. Developed in FY2021/22, in the post-Covid period, delivery of the EWS has had to adapt to an uneven economic recovery.
13. The global economy remains challenging. According to the World Bank, global growth is forecast at 2.3% in 2025, the slowest pace of growth since 2008.
14. New Zealand's economic recovery also remains slow, with Infometric's latest Quarterly Economic Monitor showing a 0.8% decline in GDP in the 12 months to June 2025, with Wellington's GDP falling 1.5% over the same period.
15. Wellington shares the challenges apparent across the country, including cost of living pressures, constrained spending, global economic uncertainty and declining house prices. Wellington has also experienced the second largest decline in employment at -3.1% (after the Ōpōtoki District on -3.9% off a much smaller base) driven by central government job and spending cuts. This has had

a flow on impact to other sectors, in particular Wellington's professional service industry.

16. While Council's ability to influence macro-economic trends is constrained, it does play a role in the city's affordability and ensuring Wellington remains a highly liveable city that can attract the talent and investment needed for economic growth.

17. The Council's delivery of the EWS and other activities has helped cushion economic impacts by stimulating spending through tourism promotion and major event investment, operating civic entertainment venues, supporting visitor attractions including CCOs, Te Papa and Tākina Wellington Convention and Exhibition Centre, and supporting business growth initiatives including nurturing talent and growing capability, and maintaining Wellington's competitive advantage as the Creative Capital, primarily through support of the arts, screen and tech sectors.

18. With these ongoing economic challenges, as well as the likely impact of AI on many sectors, it is timely to review the EWS to ensure it remains fit for purpose and continues delivering meaningful impact in a dyanmic environment. This will be done in the new triennium.

Takenga mai | Background

19. He Rautaki Ōhanga Oranga is Council's Economic Wellbeing Strategy that sets out a 10-year vision for a resilient, inclusive, low-carbon economy that supports business, creativity, innovation, and a vibrant and thriving city.

20. The strategy identifies six outcomes as areas of focus with delivery through a number of priority and associated actions:

    - Outcome 1: Sustainable business and career pathways
    - Outcome 2: Transitioning to a zero-carbon circular economy
    - Outcome 3: A business-friendly city
    - Outcome 4: Centre of creativity and digital innovation
    - Outcome 5: Celebrate our capital city status
    - Outcome 6: A dynamic city heart and thriving suburban centres.

21. The EWS is delivered by teams across the Council, through other Council strategies including Te Atakura, Aho Tini and Tūpiki Ora, and in collaboration with WellingtonNZ, which delivers Destination Management, Major Events, Venues Management and Business Growth activities on behalf of the Council.

22. As noted in previous annual reports, particular focus is given to the delivery of Outcomes three, four and six - areas businesses have indicated they most want to see leadership from the Council. Outcome four is delivered primarily through WellingtonNZ through its tech and screen work; the two sectors that provide the greatest opportunity for Wellington to diversify and grow its economy in a sustainable way.

23. Economic funds including Destination Wellington and the City Growth Fund have been strategically deployed to drive economic activity, support local businesses, and enhance Wellington's vibrancy.

24. Outcome reporting for Destination Wellington and City Growth initiatives is provided in Attachment 2.

25. Support of economic activity through the EWS includes a mixture of:
    - Shorter-term initiatives that stimulate consumer spend and support businesses within the visitor economy including hospitality, retail, accommodation and tourism operators.
    - Longer-term business growth initiatives that seek to diversify the economy including capability building, talent attraction, career pathways and investment attraction.
26. Year one (FY2022/23) of the EWS focused on establishing the foundations with early progress on initiatives supporting inclusive economic growth, business resilience, city vibrancy, and emphasising partnerships with mana whenua, business, and community sectors.
27. Year two (FY2023/24) set direction, emphasising sector development and economic diversification with continued delivery of core initiatives and alignment with broader city goals around resilience, innovation, and equity.
28. This year, year three (FY2024/25) has focused on maintaining momentum with a shift to targeted, data-driven interventions for greater impact with delivery focused against Outcome 3: A business-friendly city, Outcome 4: Centre of Creativity and digital innovation and Outcome 6: A dynamic city heart and thriving suburban centres.
29. This report provides an overview of progress reporting for activity from July 2024 to July 2025.

Kōrerorero | Discussion

Progress highlights – Year FY2024/25

City vibrancy and major events

30. Ongoing investment in Major Events continues to return economic impact for the city and build pride for residents with two-thirds of respondents agreeing that Wellington is the arts capital of New Zealand as reported in the 2025 Residents Monitoring Survey (RMS).
31. The value of out-of-region expenditure generated from events (including business, performance and major events) was $131M up from $110M in FY 23/24 (provisional result), including the World of Wearable Arts ($31M in economic benefit and the partnership extended to 2029), Wellington On a Plate ($9M in 2024), five sold-out comedy shows at the Michael Fowler Centre and the final year of Homegrown. Further reporting on Major Events will be provided through WellingtonNZ's annual report.
32. The Wellington Cruise Strategy, developed by WellingtonNZ in partnership with CentrePort, guided a successful season of seventy-three cruise ship visits, and an expected 150,000 passengers. Across New Zealand the cruise market is challenged with numbers declining due to the higher regulatory and operational costs for ships to travel here.
33. Cross-sector partnerships and precinct-based activations have been strengthened, specifically in the Courtenay precinct with beautification initiatives and Council support for business-led activations such as Eat Street, the Allen

Street Block Party and New Years Eve events helping improve perceptions, stimulate spend and build resilience ahead of major infrastructure works:

- The Courtenay Carnival New Years Eve event attracted 8,000–10,000 attendees, boosting hospitality turnover by up to 45%.
- Courtenay Place vibrancy programme delivered 200+ street performances and activations.
- Pride Parade attracted ~10,000 attendees enlivening streets and fostering inclusivity.
- Precinct activation marketing for Thorndon Quay, Courtenay, and Te Ngākau precincts, reached 700,000+ people, generated 1.2M impressions, and with 20,000 pocket guides distributed.
- Local businesses reported more bookings, increased tourism spend, and stronger customer connections. Engagement was cost-effective and ads performed well.

34. Wellington Phoenix, Pulse Netball, Hurricanes, Wellington Saints, Cricket Wellington, and Tokomanawa Queens drew 280,000+ attendees, supported over 100 athletes at national/international levels, and delivered significant economic impact.

35. Documentary Edge Film Festival grew in-person attendance by 45%, with 92% audience satisfaction.

Business support and suburban centres

36. The Business Improvement District (BID) programme currently supports 613 businesses across six suburban centres: Miramar, Karori, Johnsonville, Tawa, Khandallah, and Destination KRL (Kilbirnie, Rongotai & Lyall Bay).

37. In May 2025, a revised Business Improvement District (BID) policy was adopted by Council clarifying audit requirements to reduce compliance costs on BIDs; support the economic development of all business sectors within the BID area; clarify data sharing provisions; and included a requirement to meaningfully engage with mana whenua with respect to projects and initiatives in areas and sites of significance.

38. In May, the bi-annual BID summit brought together BID leaders, urban planners, and community advocates to explore and shape the future of Wellington's suburban growth. Attendees identified opportunities for collaboration and coordination with Council continuing to play a key role as partner and facilitator.

39. Wellington's new mid-sized music venue Meow Nui was supported with a City Growth grant, opening in 2024 and has already hosted 47 national and international events.

40. Business engagement via both the Council and WellingtonNZ's business support service has seen 600 precinct-based engagements across the central city and Business Improvement Districts.

41. As part of the Development Response Plan's commitment to support businesses to mitigate against construction disruption, WellingtonNZ delivered thirteen workshops around business resilience and transformation, digital marketing, AI for business, and hospitality operations with over 80 attendees and an average satisfaction rating of 9/10. Reported benefits include improved skills, peer connections, and increased foot traffic.

Tech sector and creative digital innovation

42. As part of the annual report on the Economic Wellbeing Strategy October 2024, officers were directed to *catalyse the tech and screen sectors in Wellington to attract new investment, drive economic diversity, job growth and city vibrancy*.

43. This in turn was instructed to WellingtonNZ through their Statement of Expectations. Their Statement of Intent outlines the detail of how that will be achieved including the delivery of a technology strategy by Creative HQ and will build the region's tech ecosystem focusing on job creation. This includes growing the number of start-ups and supporting founders to scale their businesses through a range of events and initiatives.

    WellingtonNZ, through its subsidiary CreativeHQ, will:

    - Raise the profile of the tech sector in Wellington, scale up the inception of new companies.
    - Support existing high growth companies to reach their potential and become major employers.
    - Attract investment and international businesses to Wellington.
    - Promote tech careers and inspire the next generation of talent.
    - Promote equity by encouraging women, Māori, and Pasifika to engage in the tech sector.

44. WellingtonNZ's Statement of Intent also outlines how it will grow the screen sector, with a focus on attracting mid-ranged independent international productions, NZ features and TV series, as well as a range of sector development initiatives.

45. Highlights over the past year within screen and tech include:

    - The largest Tech Week to date with over ninety events and 5,200 attendees.
    - The NZ Game Developers Conference and Wellington Games Week drew more than 2,000 participants, showcasing the city's digital innovation.
    - Accelerator graduates raised $4.6M in private capital.
    - The expansion of the Wellington Screen Accelerator, with 28 attendees and three greenlit projects.
    - Three international productions in the three main studios Park Road Post, Lane Street Studios and Avalon Studios (70-80% occupancy year on year)
    - The Tūhura Tech programme expanded access to free technology education, while initiatives like Summer of Tech, House of Science, and Pasifika networking events supported diverse career pathways and industry connections for young people.

46. In addition, together with Victoria University, the Council has supported the Taiawa Wellington Tech Hub, an innovation and collaboration space at the University's Pipitea campus that aims to accelerate the growth of tech-led businesses and strengthen Wellington's entrepreneurial ecosystem. In its first year to March 2025, nine Taiawa-based businesses supported 127 full-time jobs across direct, supply chain, and local spending impacts, generating $11.9M in GDP.

47. The Council also supported Young Enterprise, with 288 rangatahi across 10 schools launching 78 student-led businesses, generating $627,000 in social value.

International Relations and sustainability

48. The International Relations Policy was refreshed and adopted in November 2024 establishing a strategic framework for connecting Wellington to the world through sister city partnerships, diplomatic engagement, and international networks, with the goal of fostering global understanding while supporting local economic, cultural, and educational opportunities and emphasising partnerships with mana whenua.

49. Progress has been made against Outcome 2: Transitioning to a zero-carbon circular economy with the Destination Pōneke programme supporting over 120 businesses to increase their focus on sustainability through the LoCarb Hospitality Programme and the Visitor Economy Sustainability Programme.

50. More fulsome reporting on progress towards Council's climate and circular economy goals will be provided in Te Atakura First to Zero annual update.

51. Additional highlights are provided in Attachment 1.

Review of the Economic Wellbeing Strategy

52. While there are early signs of optimism, economic recovery remains slow and uneven. Businesses continue to face cost pressures, and public sentiment reflects ongoing concerns about job stability and city vibrancy. In this context, delivery is focusing on targeted, data-driven interventions that deliver measurable outcomes as well as maintaining flexibility to respond to emerging needs and opportunities.

53. The 2026 review of the Economic Wellbeing Strategy will be a critical opportunity to reassess priorities, sharpen focus, and ensure the strategy continues to deliver for Wellingtonians in a changing environment.

Ngā mahinga e whai ake nei | Next actions

54. Note the Economic Wellbeing Strategy will be reviewed in 2026.

Attachments

Attachment 1.	EWS Annual report overview 2025	Page 3210
Attachment 2.	EWS Annual report outcome reporting 2025	Page 3223

He Rautaki Ōhanga Oranga
Economic Wellbeing Strategy

Overview annual report 2025

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Tō Mātou Matakite
Our Vision

Wellington is a dynamic city with a resilient innovative and low waste, low carbon circular economy that provides opportunities for all and protects and regenerates our environment.

The Economic Wellbeing Strategy is intended for the Council, the region's economic development agency WellingtonNZ and the businesses and people of the city.



Absolutely Positively Wellington City Council
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Ngā tūranga o te ōhanga
Roles in the economy

Absolutely Positively Wellington City Council
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The Council's role

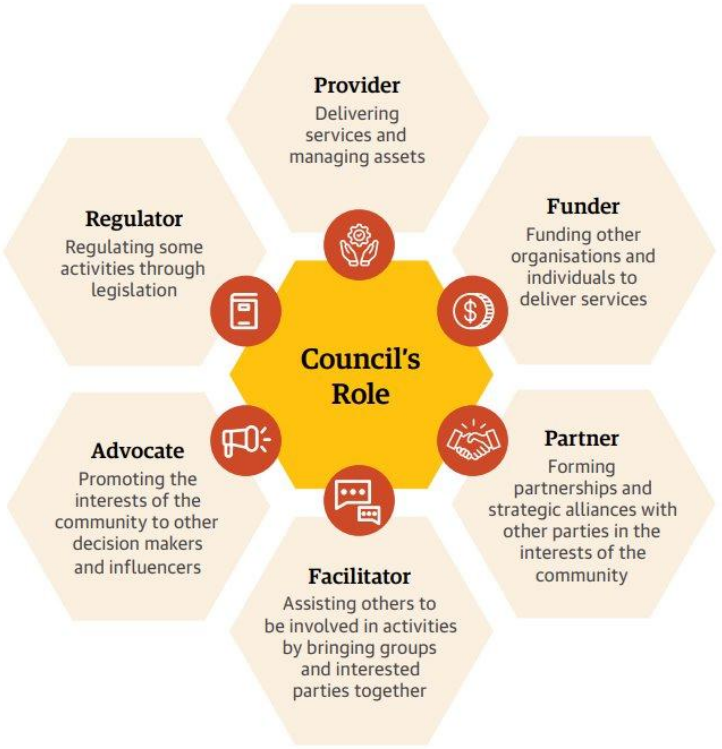
- The Council acts as provider, funder, partner, facilitator, advocate, and regulator to support economic wellbeing

WellingtonNZ

- Marketing Wellington as a destination for visitors, migrants, businesses, investors and students, and conferences
- Helping businesses grow and innovate, including via Creative HQ
- Helping businesses attract the workforce talent needed to thrive
- Attracting and promoting major events
- Running many of Wellington's civic entertainment venues
- Providing economic consultancy

Businesses and organisations

- Provide goods and services
- Create jobs
- Add vibrancy to the city
- Influence social outcomes such as such and inclusive workplace, innovating to solve complex problems, liveable wages
- Influence environmental outcomes such as waste free and carbon free living



Summary of progress Y1-3

FY2022/23 Year 1

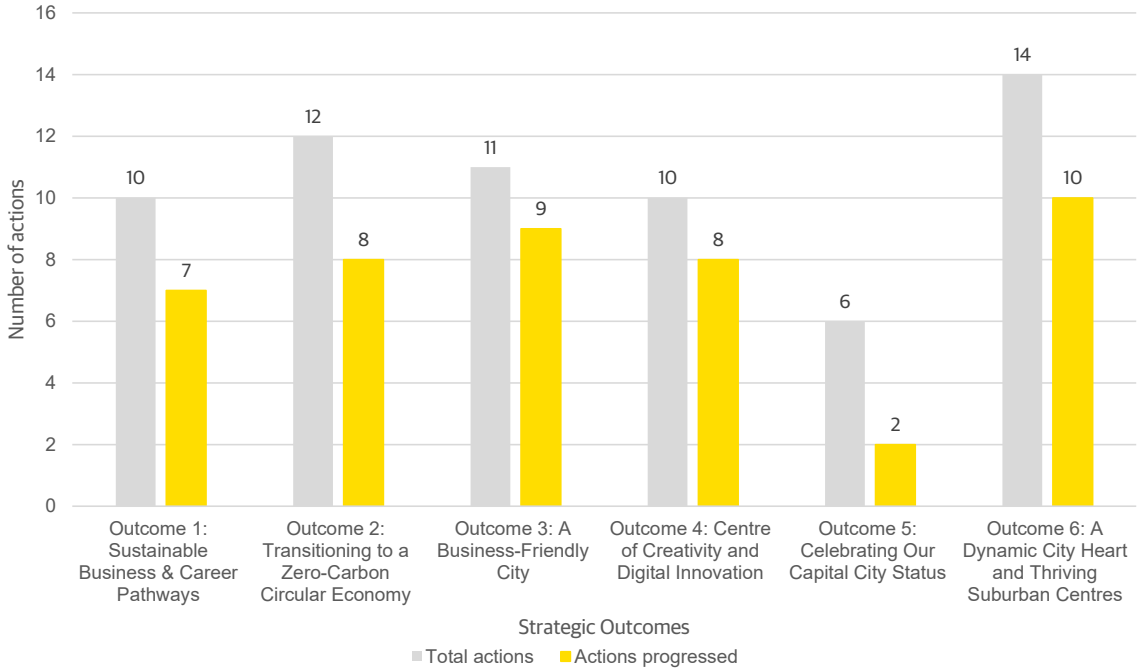
Laying Foundations: Built partnerships with mana whenua, business, and community; early initiatives supporting inclusive growth, resilience, and city vibrancy.

FY2023/24 Year 2

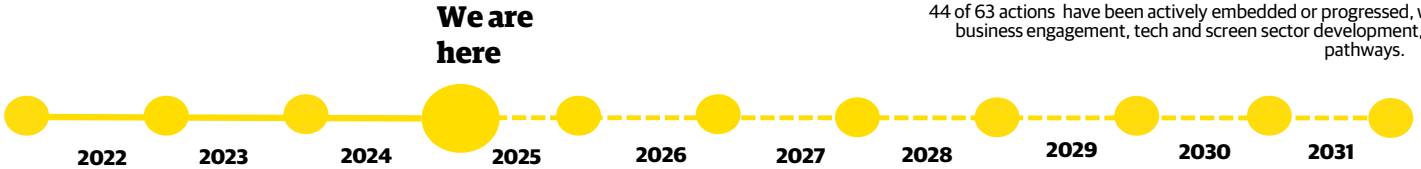
Sector Development: Advanced economic diversification and sector growth; explored opportunities to catalyse tech and screen sectors to attract investment and jobs.

FY 2024/25 Year 3

Maintaining Momentum: Applied learnings from Courtenay precinct across Cuba Street, business support, and community engagement to sustain progress.



44 of 63 actions have been actively embedded or progressed, with particular focus across precinct revitalisation, business engagement, tech and screen sector development, circular economy initiatives, and youth career pathways.



Snapshot: Priority outcome areas

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Outcome 3 : Business-Friendly City

Status: working towards

- Better business engagement, with increasing satisfaction levels
- New investment in tech sector
- Online applications for food and beverage licensing

What's changed

Taiawa Wellington Tech Hub at Victoria University, with 60 full-time tech sector workers from 12 high-growth Wellington companies

New International Relations Policy adopted (aligns with Tākai Here & Te Tiriti partners, supports circular economy, and promotes creativity and digital innovation)

Cuba neighbourhood Plan engagement underway

Highlights

- Meow Nui – midsized live event venue opened 2025
- Year two business engagement satisfaction survey: 71% satisfaction (consistent with Y1)
- 600 precinct- level stakeholder engagements

Continued commitments

Business support & engagement: Quarterly engagement forums , business support and impact mitigation during significant city construction, central city e-News

Start up: CHQ supporting 60+ start-ups through ongoing drop-in and pre-incubation programme

Accelerators: Continuing to scale up Creative HQ's startup programmes. This included supporting 29 startup teams through the Fintech Lab and Aurora Climate Lab accelerator programmes, delivering 2087 coaching hours with 384 startups

86%
of surveyed SMEs say *"Wellington is a good place to do business"*

2,847
business engaged via WellingtonNZ

600
precinct business support engagements across WCC and WellingtonNZ

71% **business engagement satisfaction (consistent YOY)**

$4.6M
Private capital raised by 2025 accelerator graduates

Case study: Taiawa Tech Hub

Accelerating innovation in the Capital

Taiawa Wellington Tech Hub is a vibrant shared workspace at Victoria University's Pipitea campus, designed to accelerate growth for innovation-led businesses. In its first year it supported ecosystem-wide impact, helping 12 companies grow faster through access to university expertise, peer networks, capability building, and flexible, low-overhead cost space.

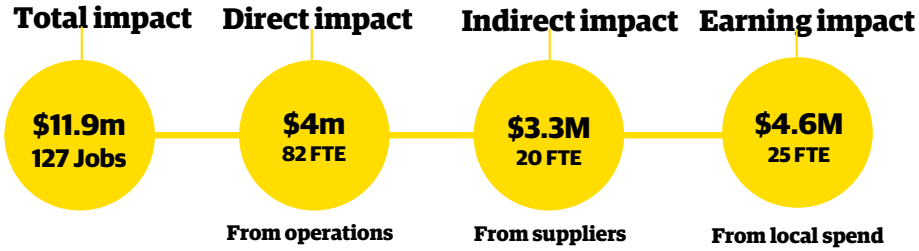


Summary & impact

- Shared workspace at Rutherford House
- Partnership with WCC and Victoria University
- 60 dedicated desks, meeting spaces and collaborative culture
- Access to university expertise, peer networks, capability building and industry connections
- Home to tech companies on global growth trajectories

*Connecting us in closer with the Wellington ecosystem... essential to opening new investor relations."- **Litmaps***

*"Excellent access to student talent... helping us connect with emerging professionals."- **Cogo***



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WellingtonNZ

Victoria University of Wellington Te Herenga Waka

Outcome 4 : Centre of Creativity and Digital Innovation

Status: on track

The creative and tech sectors are growing in visibility and national relevance, backed by accelerators, international events, and new funding tools.

What's changed:

- Partnered with Creative HQ to deliver three business accelerators (Screen, Climate, General)
- Targeted screen attraction leading to two international productions filming in Wellington
- NZ Games Developers conference was held at Tākina in October with 1,200 attendees over three days. For the first time it was preceded by Wellington Games Week.
- Support for Taiawa Tech Hub, alongside Victoria University of Wellington, with resident businesses supporting 127 jobs and contributing $11m in GDP

Highlights

- Biggest Tech Week ever: Growth Jam, Electrify, Climate Summit: 90+ events and 5,200 attendees, 90% satisfaction rate
- Festival for the Future 2024: 1,735 attendees, including CEOs, ministers, youth leaders, 65 climate wānanga, 250 attendees at Neurodiversity Hui
- Game development: more than 2,000 participants via supported or partnered events such as Wellington Games Week, NZ Game Developers Conference (NZGDC), Play By Play Festival, Wellington Animation Film Festival, and NZ Youth Film Festival
- Screen Accelerator & Attraction: Multiple major productions including Avatar 4 & Wolfman
- Wellington's $547M gaming sector revenue with 21 studios
- Three international productions in the three main studios (70-80% occupancy year on year)
- Screen Centre of Excellence launched at Massey University
- Make it Here showreel: The reel featured 20+ production companies from across the region and was published an exclusive article including Varity USA and IF Magazine Australia

Continued commitments

Te Ao Māori overlays in digital and creative programmes

UNESCO City of Film and screen sector development

Indigenous Animation Exchange, international festival presence, equity-focused programmes

42 start ups

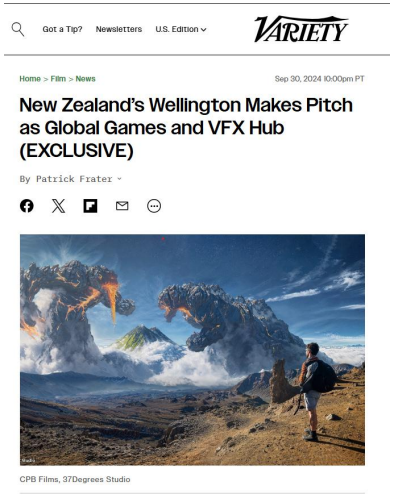
Showcased through Council-backed initiatives

$547m

Wellington's gaming sector revenue with 21 studios

'Make it Here'

showreel launch promoting our region's production & post-production infrastructure


Got a Tip? Newsletters U.S. Edition VARIETY

Home > Film > News Sep 30, 2024 10:00pm PT

New Zealand's Wellington Makes Pitch as Global Games and VFX Hub (EXCLUSIVE)

By Patrick Frater

CPB Films, 37Degrees Studio

Case study: Screen Accelerator

Strengthening Wellington's screen sector

The Screen Accelerator builds capability across the regional screen sector by helping practitioners at all stages turn unscripted ideas into market-ready productions. Led by Emmy Award–winning producer Jon Kroll, the programme connects Wellington talent to international buyers and opportunities.



Summary & impact

- Led by Emmy Award-winning Hollywood producer Jon Kroll (Avocado Entertainment Ltd)
- Delivered in Wellington by Tall Poppy Films (Melissa Conway & Sean O'Donnell)
- Two successful cohorts to date: 28 participants (14 in Dec 2024, 14 in Jun 2025)
- Culminates in high-stakes pitch events with international buyers
- Industry mixer events connect emerging talent with sector leaders
- Three productions confirmed

*"I learnt tons about pitching, networking, the NZ rebate, the international TV market, and building relationships with producers/buyers."- **Participant***

*""Life changing... this will help me give back more films and stories to my community" - **Participant***

28 practitioners supported — **Industry wide connections** — **3** productions confirmed — **Capability lift across screen sector**

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WellingtonNZ

Outcome 6: A Dynamic City Heart and Thriving Suburban Centres

Status: working towards

Activation-led approaches are gaining traction and businesses are enabled to take initiative. However, long-term planning and investment coordination are essential for sustainable outcomes.

What's changed:

- Delivery of Courtenay Precinct business-led entertainment programme and beautification initiatives to build resilience and improve look and feel
- Public space upgrades in Island Bay and Berhampore completed
- Central city empty shop fronts activation - '*Pops of Positive*' with temporary local artist installations in three empty retail shops
- Commenced engagement for Cuba Street neighbourhood plan.

Highlights

- World of Wearable Art (WOW) had its most successful year ever, with an economic benefit of $31M to Wellington. Partnership extended to 2029.
- Value of expenditure generated from events (including business, performance and major events) from out of region – $131M* a 9% increase on FY 23/24.
- Biannual Business Improvement District Summit 2025 received overwhelmingly positive feedback, highlighting the value of the discussions and collaboration.
- Marketing and promotion via Neat Places developed for Courtenay Place and Te Ngākau, with 20,000 pocket guides produced and digital reach of +500,000
- Courtenay Carnival & Pride Parade: 10,000+ attendees each; precinct-based activations including Eat Street, Allen Street Block Party, Paint the Town Red, 200+ street performances, 167 artists, 30+ local businesses engaged lighting & beautification initiatives.
- In the WCC annual reputation survey about two-thirds of national respondents agree that Wellington is the arts capital of New Zealand

Continued commitments

Development Response Plan
WCC and WellingtonNZ continue to deliver business support in partnership for areas of the city undergoing significant construction works.

Business Capability Support:
369 businesses engaged via Regional Business Partners Network.140 attendees in One-to-Some workshops. Topics included finance, marketing, and cost of goods sold mastery.

Supporting tactical urbanism and business led activations across priority precincts

280k+
attendees supporting our sports teams at home games

$131M*
Value of out of region expenditure generated from events (major, performance, business)

92% av
overall satisfaction for 2024/25 exhibitions

+20
Place activations delivered for Courtenay Precinct

140
RBPN business support workshops attendees

*provisional numbers – to be confirmed on finalisation of WellingtonNZ annual reporting

Case study: Courtenay Precinct

Building business resilience and reputation

Partnering with Courtenay Precinct stakeholders to deliver a programme of events activations and urban improvements. Initiatives strengthened business resilience, attracted visitors, and enhanced the precinct's vibrancy. WCC support included funding, coordination, and public space enhancements.

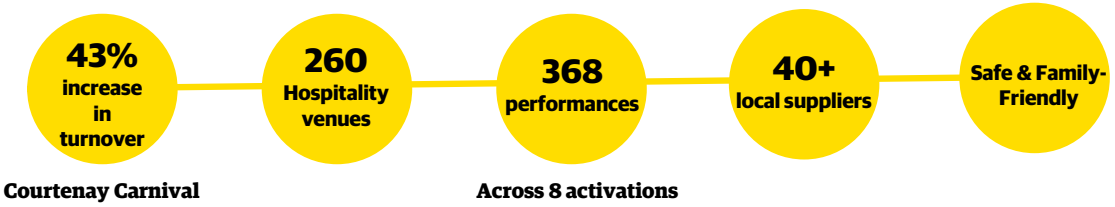


Summary & impact

- Activations and events; Eat St, Buskers Programme, Allen St Block Party, Pride Parade, Paint the Town Red, inaugural Courtenay Carnival.
- Urban and creative enhancements: temporary creative lighting, community planter boxes, Take 10 pop-ups, targeted cleaning schedules.
- Public realm improvements: Courtenay Place Clean Up, marketing and promotion via Neat Places guides.
- Business & cultural milestones: Meow Nui opening, i-SITE moved to Tākina, Embassy 100 celebrations.

"I am a Wellington resident and am happy to say that I feel proud of my city again! Closing upper Courtenay place and having a stage was a brilliant idea, all the bands were brilliant and engaging and the covers were so fun! I am truly impressed at how vibrant and safe the city felt!" – ***Wellington resident***

"Holy s@%, there are hanging lights in that tree!"* ***Spinoff***



Economic Wellbeing strategy – outcome reporting 2024/25

Strategy Outcome	Initiative / Programme	Key Outcomes / Impact	Resource	Lead Agency
Outcome 1 - Sustainable Business & Career Pathways	**Young Enterprise Scheme (YES)**	288 students, 78 student-led businesses and $627k of social value	**CGF**	WCC
	Summer of Tech, Summer of Engineering	Connecting employers to help hire 7 interns and graduate talent	**REDP**	WellingtonNZ
	Tūhura Tech	Expanded free technology education to deliver 16* weekly tech education sessions for 8-18yr olds (*regional)	**REDP**	WellingtonNZ
	E2E (Education to Employment) Centre pilot	45 students gained skills for their future careers through the E2ESTEAMM programme	**REDP**	WellingtonNZ & Creative HQ
	TechWeek careers event	Largest to date: 90 events, 5,200 attendees. Including Working in the Cloud, a careers event for 900+ secondary school students from 27 schools across the region	**REDP**	WellingtonNZ & Creative HQ
	Welcome to Wellington	Booklet for new students to Wellington distributed via university halls, VUWSA and Massey (3000 print run)	**WCC**	WCC, Te Herenga Waka
	Girls Who Grow	497 students engaged in the Girls who Grow programme, inspiring primary sector career pathways	**REDP**	WellingtonNZ
Outcome 2: Transitioning to a Zero-Carbon Circular Economy	**Destination Pōneke – Visitor Economy Sustainability Programme**	120+ tourism and hospitality businesses engaged, With 89% of the 61 actions Completed or In Progress. Wellington has one of the highest levels of 'tourism social licence to operate' in New Zealand at 93%	**DW**	WellingtonNZ
	LoCarb	Launching the latest visitor economy sustainability programme, known as LoCarb, in partnership with Hospitality New Zealand. 120+ businesses have begun measuring and reducing their carbon emissions as part of this programme, undertaking five to twelve-week programmes, identifying ways to decarbonise	**DW**	WellingtonNZ
	Tākina conference attraction strategy/ Business Events Wellington	Conference attraction: Business Events Wellington team won conference bids representing $26M of economic impact	**DW**	WCC & WellingtonNZ (BEW)
Outcome 3: A Business-Friendly City	**Business Capability & Support – City in Transition**	13 capability workshops with 82 attendees, average satisfaction 9/10 186 support actions (e.g. workshop vouchers, Chamber subscriptions) supplied	**DW**	WellingtonNZ
	Business Support & Engagement	2,847* businesses engaged via WellingtonNZ - 23% above target. 220+ precinct-based engagements. Team Satisfaction: 71% satisfaction from business engagement survey	**WCC**	WellingtonNZ/WCC
	International Relations & Delegations	Refreshed International Relations Policy adopted Nov 2024; delegation to Seoul; Sister City agreements confirmed	**WCC**	WCC
	CHQ Events, incubation, scale-up support	Creative HQ's startup programmes including 29 businesses via Fintech Lab and Aurora Climate Lab accelerator programmes, delivering 2087 coaching hours with 384 startups, building the final modules for the Founder Launch eLearning programme which gained 439 new users, and supporting 53 participants through On the Business workshops Accelerator graduates raised $4.6M private capital; incubation and scale-up support continue	**WNZ/CHQ**	WellingtonNZ & Creative HQ
Outcome 4: Centre of Creativity & Digital Innovation	**Doc Edge Film Festival**	3,626 attendees (+45% increase in person attendance), 92% satisfaction	**CGF**	WCC
	Festival for the Future	1,735 attendees, 75% satisfaction, youth leadership & cross-sector collaboration	**CGF**	WCC & WellingtonNZ
	NZGDA Conference & Wellington Games Week	1,928 tickets, 881 conference attendees, national & international exposure	**CGF**	WCC & WellingtonNZ
	Tech Strategy, investment attraction	Fulsome reporting via WellingtonNZ	**WNZ/CHQ**	WellingtonNZ & Creative HQ
	Taiawa Wellington Tech Hub	Year to March 2025: 12 businesses located in Taiawa created a total of $11.9M in GDP and supported 127 FTE jobs	**WNZ**	WCC & WellingtonNZ, Te Herenga Waka Victoria University
	UNESCO City of Film: screen & digital sector development	Establishing an Indigenous Animation, Exchange with Māoriland Film Festival and Galway City of Film. Shortlisted for the UNESCO Creative Cities AGM with over 350+Countries. Other highlights include the inaugural Wellington Animation Film Festival, in partnership with France's renowned Annecy International Festival.	**DW**	WellingtonNZ

Strategy Outcome	Initiative / Programme	Key Outcomes / Impact	Resource	Lead Agency
	Screen Attraction programme	Supporting 75-85 jobs during domestic productions secured including Caterpillar, Small Town Scandal, Warren's Vortex and Red Rocks. Coordinating more than 20 studio/site visits, involving key companies such as Wētā FX, Park Road Post, Lane Street Studios, A44, Pik Pok, and Floating Rock.	**WDW**	WellingtonNZ
	Launching the Wellington 'Make it Here' Showreel	Show reel promoting our region's production and post-production infrastructure. The reel featured 20+ production companies from across the region and was published an exclusive article including Varity USA and IF Magazine Australia	**DW**	WCC & WellingtonNZ
	Screen Accelerator	28 participants completed the accelerator, three productions confirmed	**DW**	WellingtonNZ
Outcome 5: Celebrating Our Capital City Status	**Footsteps of Change - Civic Experience initiative**	Secured Lotteries Environment and Heritage Fund support for Footsteps of Change: Wellington's Parliamentary Precinct Trail ('Stories That Shaped a Nation'). A map box is installed at Tākina iSite and an app is available for download, encouraging locals and visitors to participate ahead of the full launch at the Wellington Heritage Festival in October 2025	**DW**	WellingtonNZ
Outcome 6. A Dynamic City Heart & Thriving Suburban Centres	**Courtenay Carnival**	10,000 attendees, 35+ businesses, 40–45% hospitality turnover uplift	**CGF**	WCC
	Courtenay place precinct plan	Pride Parade: 10,000+ attendees each; precinct-based activations including Eat Street, Allen Street Block Party, 200+ street performances, 167 artists, 30+ local businesses engaged lighting & beautification initiatives	**CGF**	WCC
	Major Events	WOW: $31M economic benefit; partnership extended to 2029; Value of expenditure generated from events (including business, performance and major events) from out of region – 131M* on a target of 120M on a 23/24 of 110M. 89% satisfaction, 90% locals agree hosting events makes Wellington a better place to live.	**ME**	WellingtonNZ
	Takina Exhibitions	Three exhibitions were held across FY24/25, attracting more than 150k visitors with a 92% average customer satisfaction	**DW/CGF**	WellingtonNZ
	BID programme	Supported 613 business across six suburbs, bi-annual BID summit with positive feedback and ongoing commitment to collaborate	**WCC**	WCC
	City in Transition - Business Capability & Support	369 businesses engaged via Regional Business Partners Network.140 attendees in workshops on finance, marketing, and cost of goods sold mastery. Marketing and promotions activity including Neat Places print and digital guides developed for Courtenay Place and Te Ngākau, with 20,000 pocket guides produced and total organic social media reach of over 500,000	**DW**	WellingtonNZ & WCC
	Sports sponsorships: Phoenix, Hurricanes, Saints, Breakers, Tokomanawa Queens, Central Netball, Cricket Wellington	280,000+ at home games attendance across Wellington professional sports clubs: • Broadcast & Digital Reach: Estimated 10 million viewers/followers • Economic Impact: Wellington Phoenix – $3.9M visitor expenditure • Youth & Talent Development: 100+ athletes progressing to national/international programs including: • Phoenix Academy: 43 NZ internationals, 16 US scholarships • Pulse: 5 Silver Ferns players • Cricket Wellington: 22 Young Leaders graduates • Tokomanawa Queens: 900+ youth engaged Saints: 1,600 students reached through school programs	**CGF**	WCC

*provisional numbers – to be confirmed on finalisation of WellingtonNZ annual reporting

Key	Description	Detail
CGF	City Growth fund	Supports projects, partnerships, and initiatives that contribute to Wellington's vibrancy and economic growth.
DW	Destination Wellington programme	Delivered through WellingtonNZ, focusses on job growth, attracting visitors and investment, and accelerating Economic Wellbeing Strategy outcomes
ME	Major events funding WNZ	Wellington's regional major events framework attracting out of region visitation, generating spending in retail, hospitality, accommodation and tourism.
REDP	Regional Economic Development Plan (WNZ/GRWC)	WellingtonNZ is implementing the plan on behalf of the Wellington Regional Leadership Committee. The committee brings councils, iwi, and central government together to take responsibility for our

		shared challenges. Reporting includes relevant Economic Wellbeing Strategy initiatives
WCC	Council funding	Various Council funding

DECISION REGISTER UPDATES AND UPCOMING REPORTS

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides an update on which previous decisions have been implemented and which are still outstanding. It also provides a list of items scheduled to be considered at the next meeting (hui).

Why this report is being considered

2. This report is considered at every ordinary meeting and assists in monitoring progress on previous decisions and planning for future meetings.

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee:

1. Receive the information.

Author	Steph James, Democracy Advisor
Authoriser	James Roberts, Chief Operating Officer

Whakarāpopoto | Executive Summary

Decision register updates

3. A full list of decisions, with a status and staff comments, is available at all times on the Council website. Decisions where work is still in progress, or was completed since the last version of this report can be viewed at this link: https://meetings.wellington.govt.nz/your-council/decision-register?UpdatedSinceLastMeeting=true&CommitteeName=P%C5%ABroro+Rangaranga+%7C+Social%2C+Cultural+and+Economic+Committee%2BK%C5%8Drau+M%C4%81tinitini+%7C+Social%2C+Cultural%2C+and+Economic+Committee&Triennium=2019-2022%2B2022-2025

4. If members have questions about specific resolutions, the best place to ask is through the written Q&A process.

5. This body passed 30 resolutions at the last meeting:

   - 17 are complete.
   - 13 are still in progress.

6. 64 in progress resolutions were carried forward from previous reports:

   - 4 are now complete.
   - 60 are still in progress.

Upcoming reports

7. There are no upcoming reports for the Kōrau Mātinitini | Social, Cultural, and Economic Committee meeting, as this is the final meeting for the 2022-25 Council triennium.

Takenga mai | Background

8. The purpose of the decisions register is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. A resolution could be made to receive a full update report on an item, if desired.

9. Resolutions from relevant decision-making bodies in previous trienniums are also included.

10. Elected members are able to view public excluded clauses on the Council website: https://meetings.wellington.govt.nz/your-council/decision-register

11. The upcoming reports list is subject to change on a regular basis.

Attachments

Nil

3. Public Excluded

Recommendation

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee:

1. 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
3.1 CAB and MOB sites redevelopment heads of terms	7(2)(c)(i) The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information or information from the same source and it is in the public interest that such information should continue to be supplied. 7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. 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).	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.

2. Direct officers to consider the release of publicly excluded information that can be publicly released following the hui.