
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9.30am
Date: Thursday, 15 March 2018
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

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attachment	
1. Arie Moore Lyall Bay Surf Life Saving Club	2
1. Mike Mellor presentation to CSC	14
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2.1 Update on Te Awarua-o-Porirua and Wellington Harbour-Hutt Valley Whaitua Processes	
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Wellington City Council

Building project update

15 March 2018



Lyall Bay SLSC

- Largest surf life saving club in Wellington
- Essential facility
- Community based





Membership

- 300 members
- Focus on culture
- Family environment
- “In it for life”



In it for life



Lifeguarding

- Patrolling:
1,600 hours
every
summer
- 75 volunteer
lifeguards
- Community
engagement



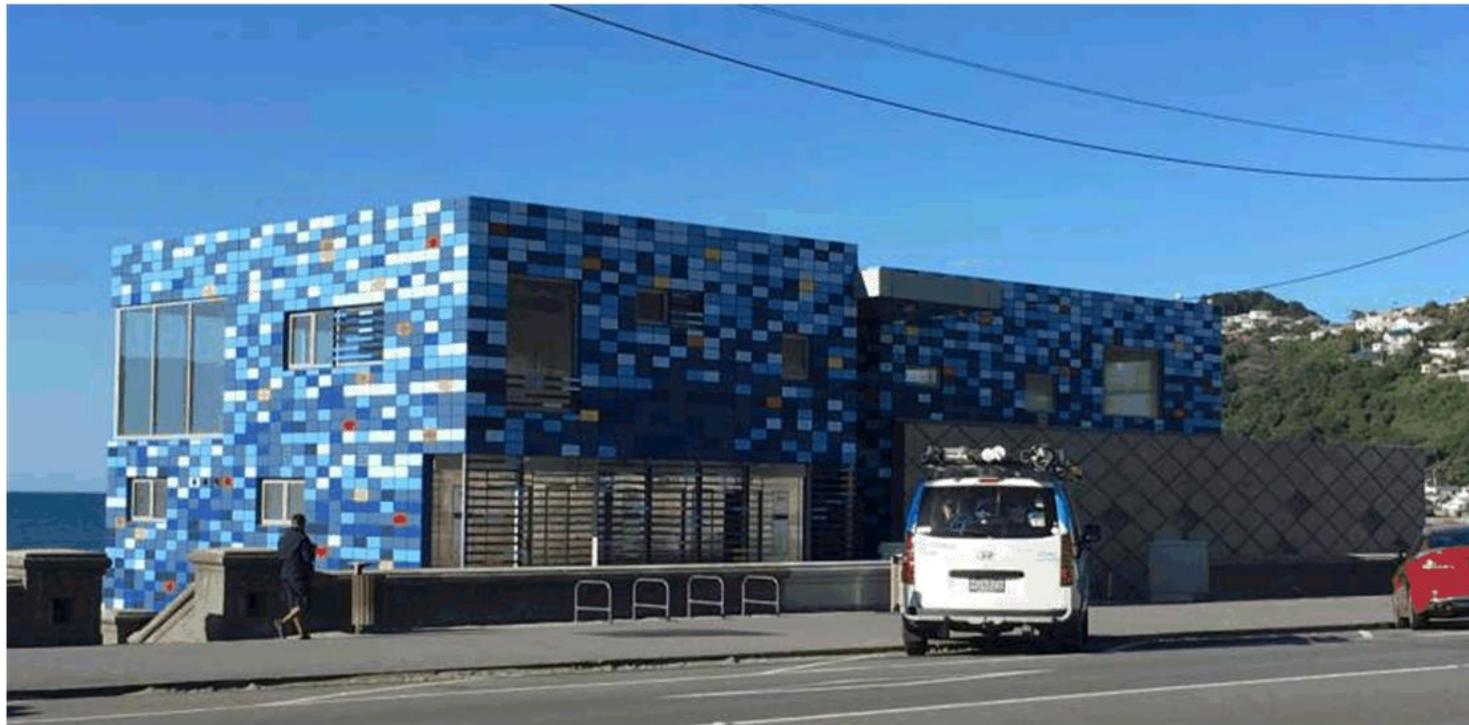
In it for life



New building



In it for life



In it for life

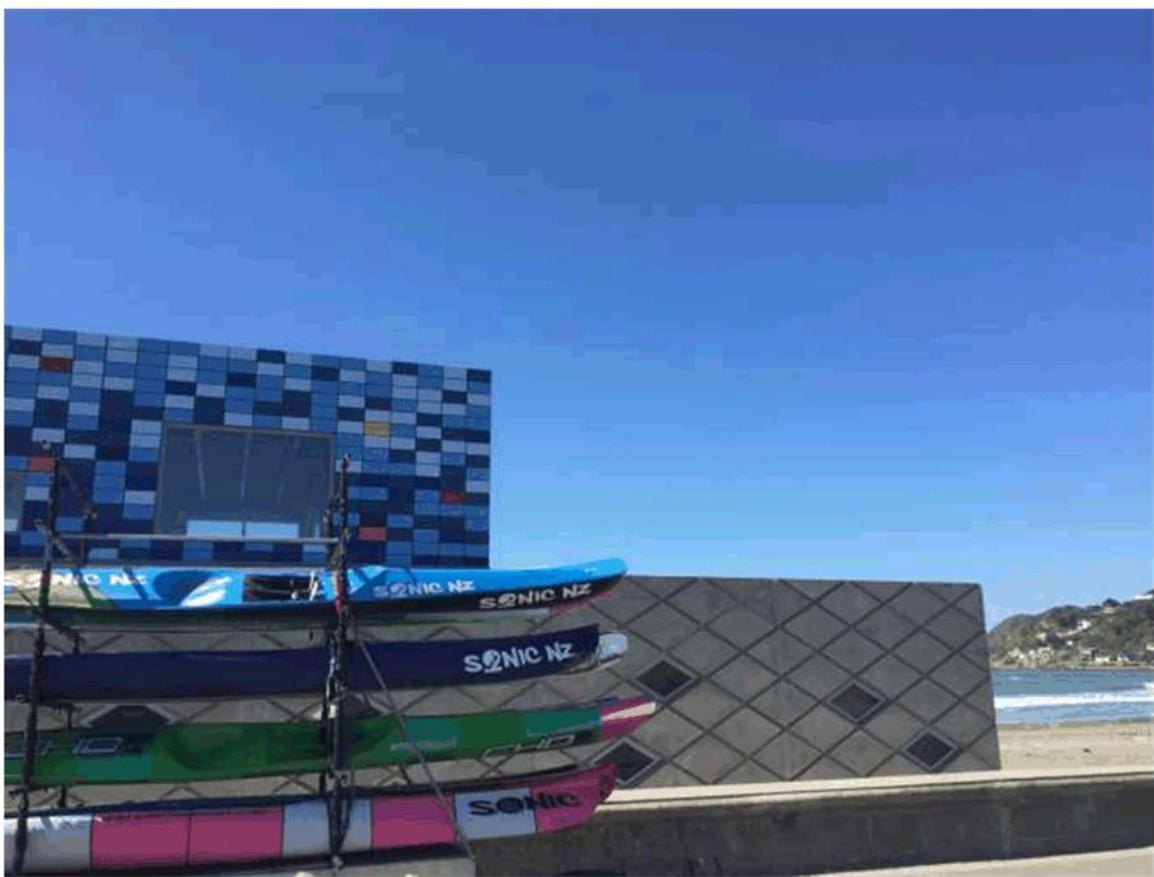
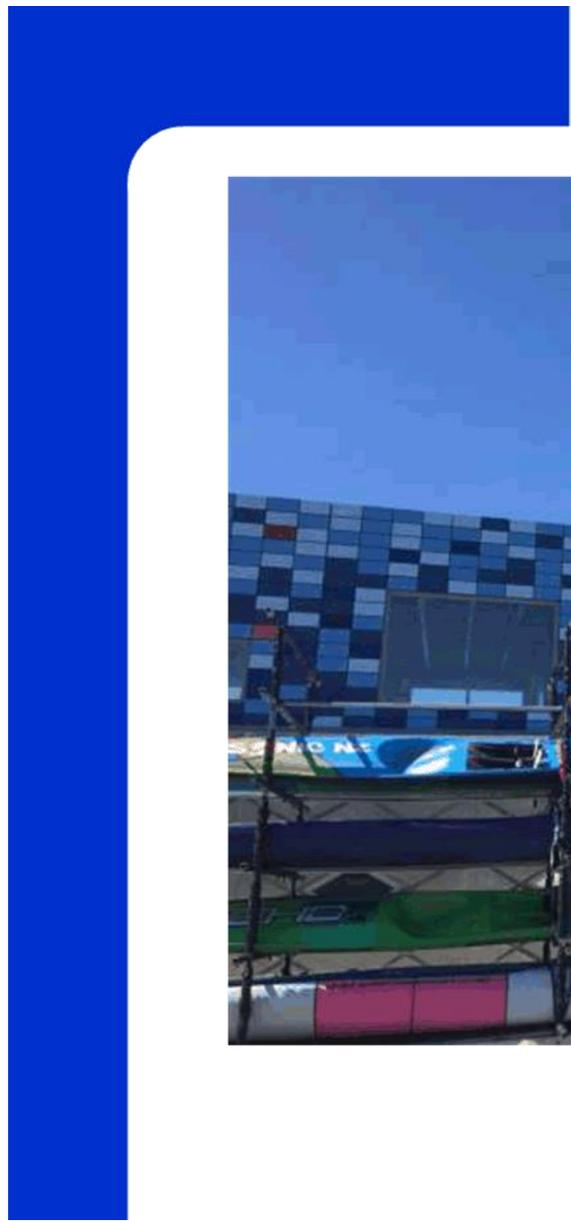


Lifeguard building

- Design and funding: 2008 – 2016
- Stage 1:
 - commenced November 2016
 - complete November 2017-February 2018
 - on budget
- Core operational areas
- Patrolling from new building

In it for life





In it for life



In it for life



Current status

- Cost to date:
 - Consenting costs: \$500,000
 - Stage 1 construction: \$2.8 million
- Stage 2:
 - Currently assessing costs to complete
 - Confirm fundraising target and plan
- Construct stage 2

In it for life



Questions?

Contact:

Arie Moore, Club Building Group, 027 457 9203
arie.moore@kensingtonswan.com

Matt Flannery, Chairman, 021 668 350
chair@lyallbayslsc.org.nz

In it for life

Traffic Resolutions

WCC CSC Meeting

15 March 2018

Mike Mellor



General points re bus stops where passengers transfer

Hataitai Rd
Karori Tunnel (which is not in Karori)
Ghuznee St/Willis St
Wellington Hospital
Hutchison Rd
Quebec St



Negligible consideration of pedestrian issues

Changes enable people to change buses,
but

- no mention of walking routes
between stops
- pedestrian safety and convenience
ignored

(yet parking is
mentioned in detail in every single one)

No consultation with passengers

- no consultation with affected passengers (actual or potential)

(yet nearby householders, businesses and property owners all consulted)



Key information not available to submitters

Essential information has been added since consultation closed, meaning that it has not been available to submitters



Comments on individual TRs



Hataitai Rd

- New stop is said to be “not designed to be a transfer stop” and existing stop closed,
- so zero provision for passengers affected by truncation of route 14

Ghuznee/Willis

- new plan, not available to submitters, shows all transferring passengers must cross both Ghuznee St and Victoria or Willis Sts
- no mention of safety or convenience



Wellington Hospital

- Southbound transferring passengers have an unsheltered walk between stops

(currently all buses use the same stop)

Hutchison Rd

“a new terminus for local services from Brooklyn, Houghton Bay and Kingston”

- but only Brooklyn buses terminate here, and turning facilities already exist
- all Vogeltown-bound passengers, the primary reason for this interchange, must cross four roads

Quebec St

- Passengers to/from Vogelstown have an unsheltered walk between stops (currently all buses use the same stop).

Poor Vogelstown!

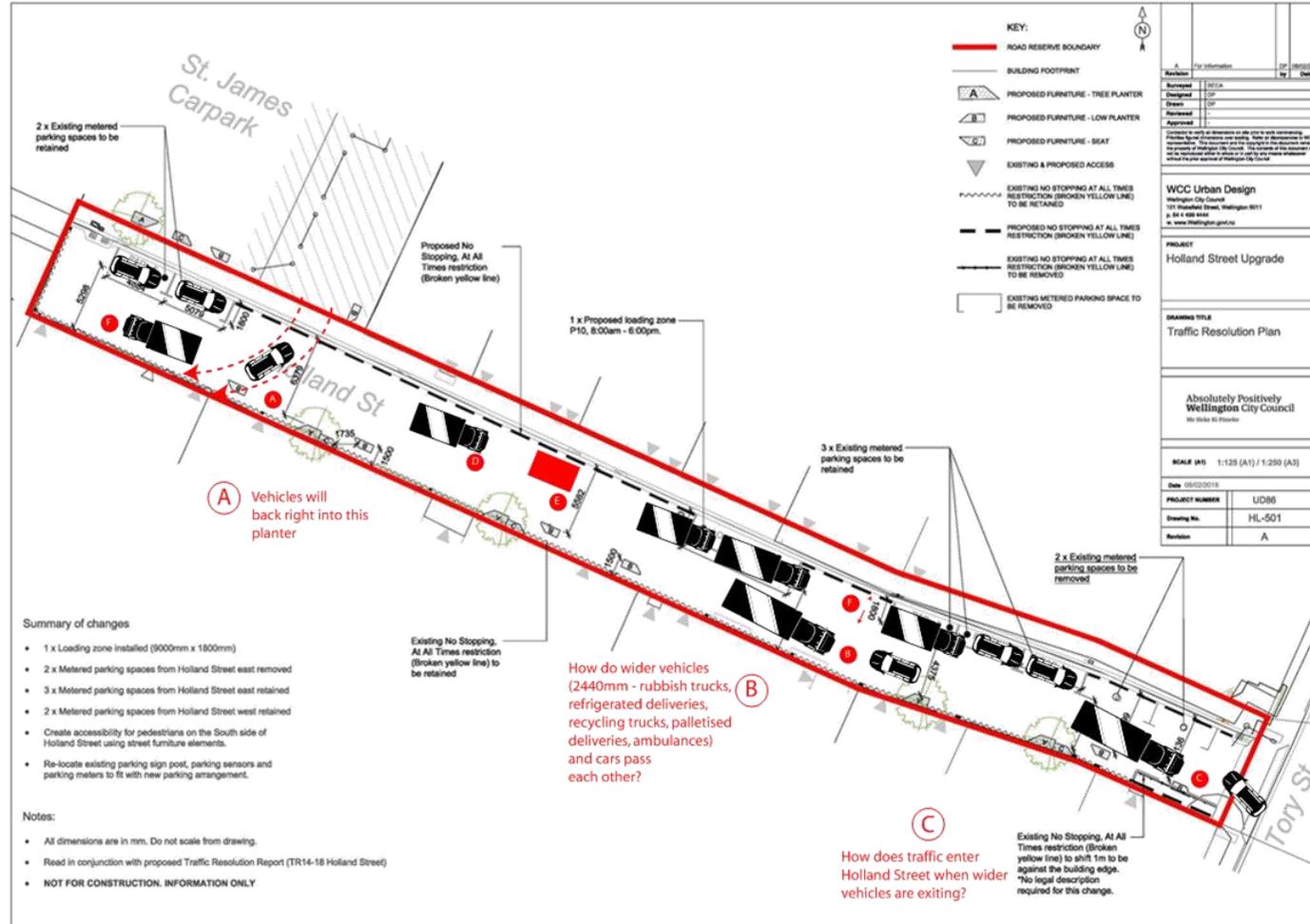
And finally...



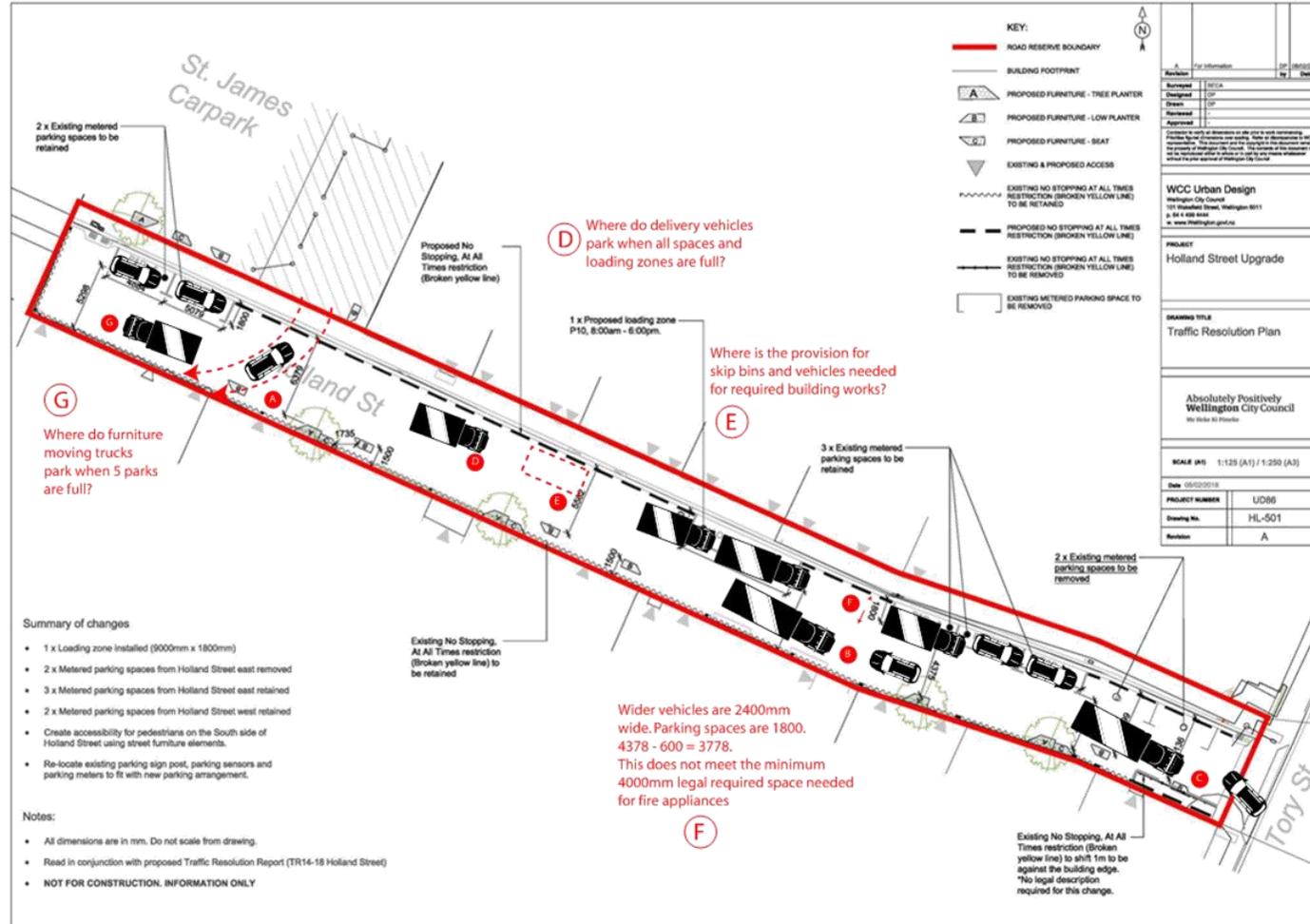
Our submission (inc. this photo!) has
disappeared...



PROPOSED TRAFFIC RESOLUTION



PROPOSED TRAFFIC RESOLUTION





- Types of wider vehicles using Holland Street and the access they need. Rubbish and bottle collection is daily.



- 2.5m wide parked truck, vehicle turning into Holland Street. There is just enough room currently for the turning vehicle to enter without causing traffic queues behind it



- How does the proposed design take in service vehicles and bins needed for remedial building works? Wildlife Backpackers have had scaffolding in place since November 2017. Future works include #14 and #8 - these will require spaces directly outside for bins and scaffolding.



- York Street has only just begun earthquake strengthening from 0 to the back of 89 Courtney Place. This commenced on Jan 30 and is in place to at least July 22 2018. Parking restrictions and pedestrian management are in place. St James earthquake strengthening is due to begin March with scaffolding in place for 18 months. The carpark will used as a work site with the potential of it being closed off.

How is this SAFE for pedestrian access?



- How does the proposed design take in services required to maintain buildings while keeping the required legal 4m minimum access needed by fire appliances?



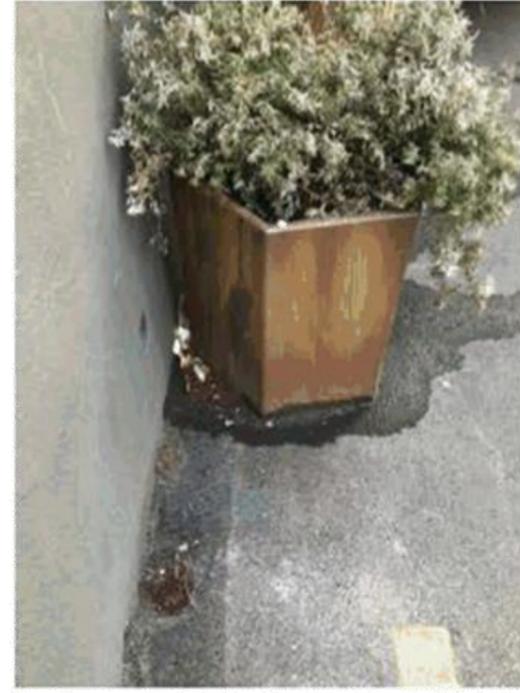
- Removal trucks park need to park as close to the building the are vacating - where is the allocation for these types of activities? Mon Vie apartments have high tenancy turnover. It is not uncommon to have two vehicles on one day.



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- Existing planter boxes in Eva, Egmont and Lower Tory Street. Plants are dead or dying.
- Rubbish accumulates behind space behind planter and building.
- Graffiti on planters. Planters are used to vomit into and as rubbish bins.

Submission to WCC 15.3.18

I am speaking on my own behalf and on behalf of other concerned Broadmeadows residents, and with the full support of the Onslow Residents' Community Association (ORCA). We are pleased with the planned increase in bus services.

Broadmeadows has basically one circular route and has only one entry and exit point onto Burma Rd. The road right round is narrow. If cars are parked on both sides, there is only one car-width for other traffic.

The bus services whether to Johnsonville or Wellington have run there for many years in a clockwise only direction.

In January I observed a new bus stop being created at the bottom of Kanpur Rd, which indicated a new two-way service might be imminent. A neighbour was told by a contractor that this had cost \$75,000 including road alignment etc. . There were three weeks of traffic congestion round the construction. I enquired from WCC the reason for this installation and was referred to GWRC. They told me there had been consultation, but no-one locally has any memory of consultation on a two-way service

There are many reasons why a two-way service is not wanted by residents.

1. The significant cost to rate-payers of installation of the other six intended bus stops. Money which could be much better spent on shelters at the existing stops.
2. Safety issues which include visibility at the brow of the hill, on bends and in the not infrequent fogs that occur. Pedestrians, including children, and cyclists would have more complex traffic to negotiate.
3. Congestion at various points, particularly when two buses are travelling in opposite directions.
4. The loss of parking spaces for residents and visitors. With hitherto no evening or weekend bus services a car has been a necessity for living in this suburb.
5. The distress caused to residents who do not want their frontage re-purposed and their lives disrupted.

I persisted in asking GWRC why the two-way decision had been made, as a lengthy response from Dr Hastie had avoided giving that information. I was then informed that the two-way service was to -

“improve the legibility of service and to avoid confusion on whether the bus is going to Wellington City or Johnsonville. The two-way route also helps with providing customer information at the bus stop.”

We believe that Broadmeadows residents are capable of reading bus destinations and managing several time-tables on one post in Lambton Quay, where there are buses going to multiple destinations at one stop, and we can do it at home. So the reasoning behind the whole exercise is flawed and verging on the patronising.

Dr Hastie offered the option of going to the Ombudsman if we were not satisfied with the decision. We have initiated that process. I advised WCC of this on 5 March with the respectful suggestion that no more construction work be begun until the issue had been resolved.

ORCA has informed me that they will be looking further into the decision-making about the two way bus service as they are not convinced that making the service legible justifies the expenditure, the problems for affected residents, and the quite serious safety issues outlined above. They will be doing a full Local Government OIA request re the GWRC and WCC’s identification, evaluation and mitigation of the safety issues for the two way service. And will be requesting the copies of the business case, minutes of all decisions and the consultations carried out through the Local Government OIA process.

I seriously recommend that WCC take this opportunity to keep Broadmeadows residents safer and happier, while saving a significant amount of rate-payer money. Please do not approve this final bus stop, and work with GWRC to have all the buses continue to run in the clockwise direction only.

We appreciate the attention councillors Calvert, Calvi-Freeman and Free have given to this issue at short notice.

Trish McBride, 47A Kanpur Rd

Elsie Lim, 88 Kanpur Rd

Winnie Lukyanovich, 4 Sirsi Terrace, Broadmeadows

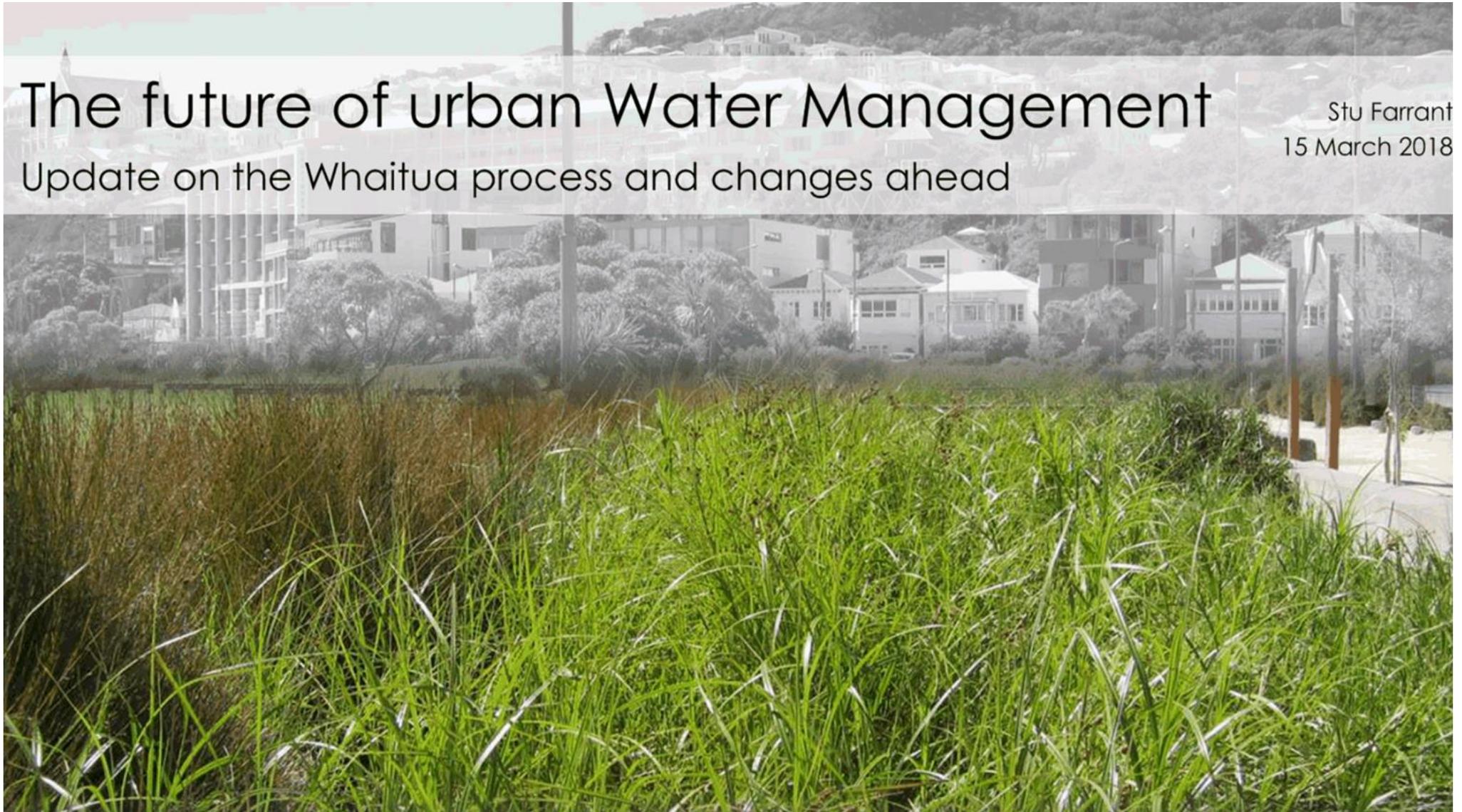
Elizabeth and Jimmy Ngan, 43 John Sims Drive

And others.

The future of urban Water Management

Update on the Whaitua process and changes ahead

Stu Farrant
15 March 2018



Wellington is not alone.....

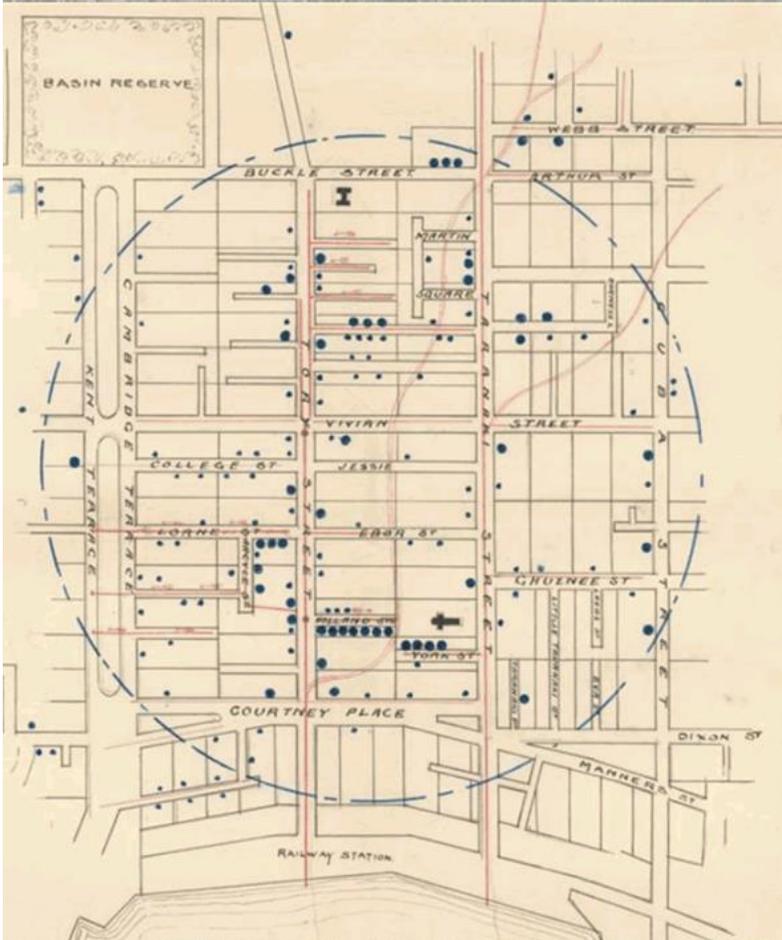


Urban impacts on our freshwater

- Threats to receiving environments and human health from changes to the physical and chemical nature of water and sediment
- Contaminants concentrated in piped systems and discharged to receiving environments
- Metals, sediments, hydrocarbons, nutrients.....wastewater



Decisions based on good intentions



- Supporting and establishing developable land
- Human health in a growing community
- 'Draining' of ever increasing impervious areas
-at the expense of our fresh and coastal water quality
- Lost social and cultural connections with waterways
- Ongoing impacts to our unique aquatic species

The Whaitua process and TAoP

- Similar processes implemented across NZ – Legal response to NPS-FM
- Local approach to community led decision making
 - Importance of informed input
 - Multiple stakeholders and points of view to be considered
- Complexities of urban and rural landuse
 - Urban infrastructure – high cost and space constrained
 - Rural management – changes to practice
- Recognition of changing landuse
 - Drivers for more housing

Voice of the community

- Aim is to propose draft freshwater objectives for Natural Resources Plan
- Partnership – GWRC, Ngati Toa, PCC/WCC, WWL
- Process to date;
 - Information gathering/In house and external experts
 - Workshops/Public meetings
 - Field trips
 - Community events
 - Online engagement

Change is inevitable

- Whaitua will ultimately set limits which will impact our city into the future and improve outcomes
 - Pathogens
 - Nutrients
 - Heavy metals
 - Flow/allocation
- Will also make recommendations for process and non regulatory action
- These changes will influence public and private stakeholders

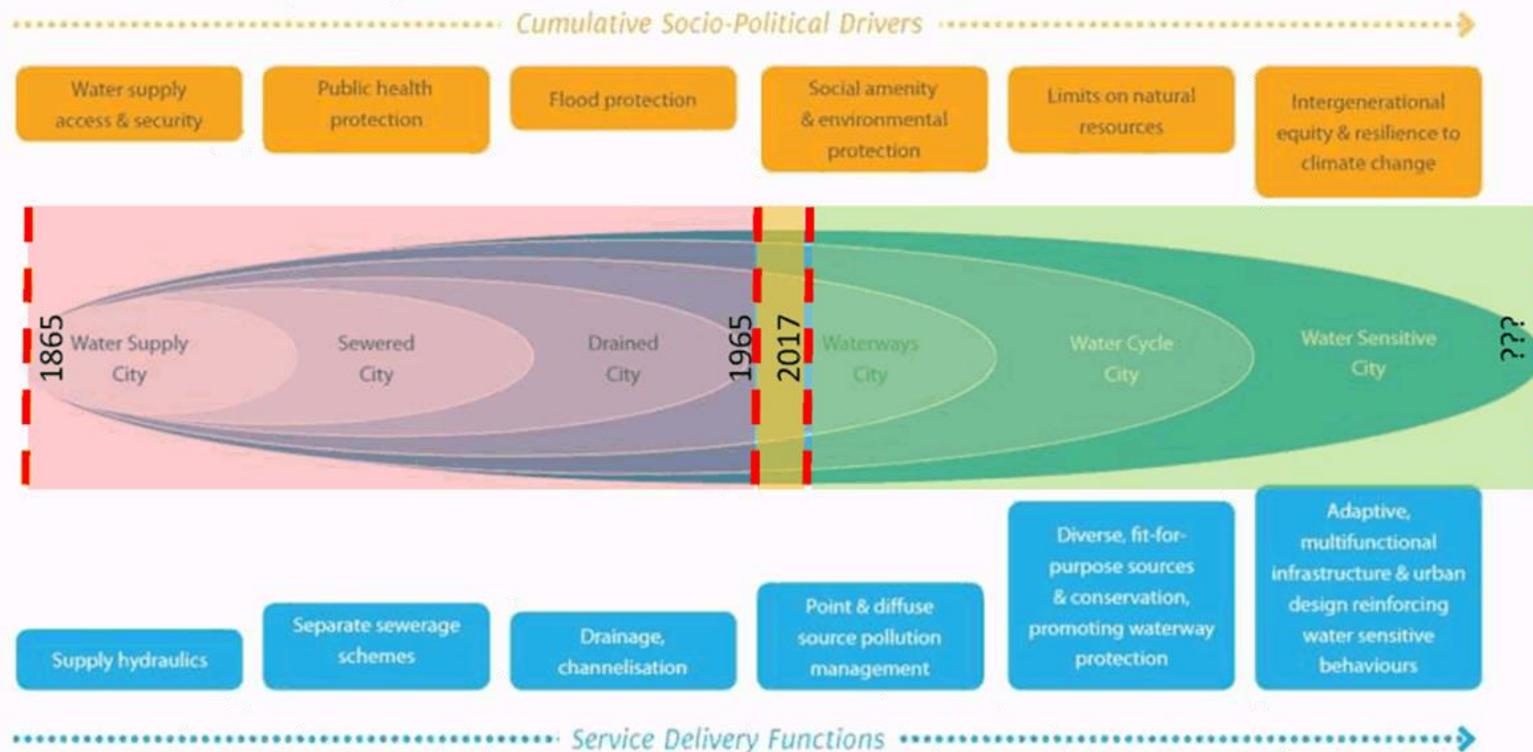
Lessons from experiences elsewhere

- Development community will have a loud voice and resist change
- Delivery of new assets needs to be aligned with Council expectations.....poor design and delivery present significant risk
- Need to change mindset to development planning
- Potential to support improved urban design and amenity
- Integrate resilience, amenity and urban ecology into future city



**THIS
MOMENT
IS AN
OPPORTUNITY**

National and International transitions



The future of water management

- **460 homes** in Lyndhurst, Melbourne's South East
- **World-leading** technology unprecedented in a new urban housing development
- **Integrated water** and energy solutions
- **Drinking water:** expected dramatic reductions
- **Reshaping** customer behaviour for the future
- **Proving ground** for estate-level integrated water management



Integrated water benefits at Aquarevo



70% reduction
in potable
supply

75% reduction
in wastewater
discharged
offsite

55% reduction
in mean annual
stormwater
discharge to
waterways

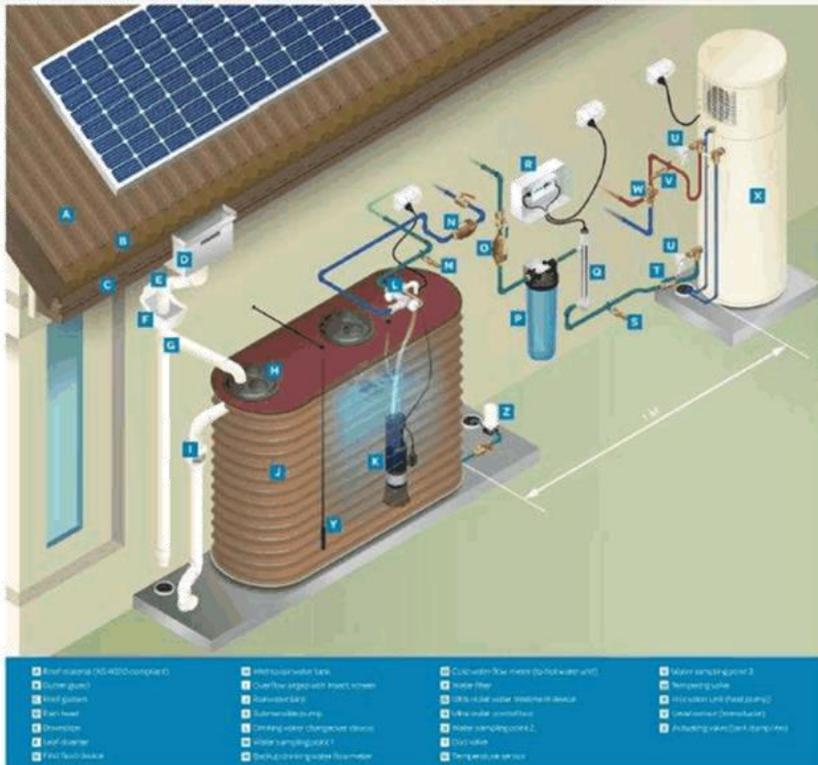
26% reduction
to peak runoff
events

35% reduction
in stormwater
nutrient loads
beyond best
practice

Additional
55 ML/year of
water infiltrated
to enhance soil
moisture and
support urban
forest

* All figures are rounded 'up to'

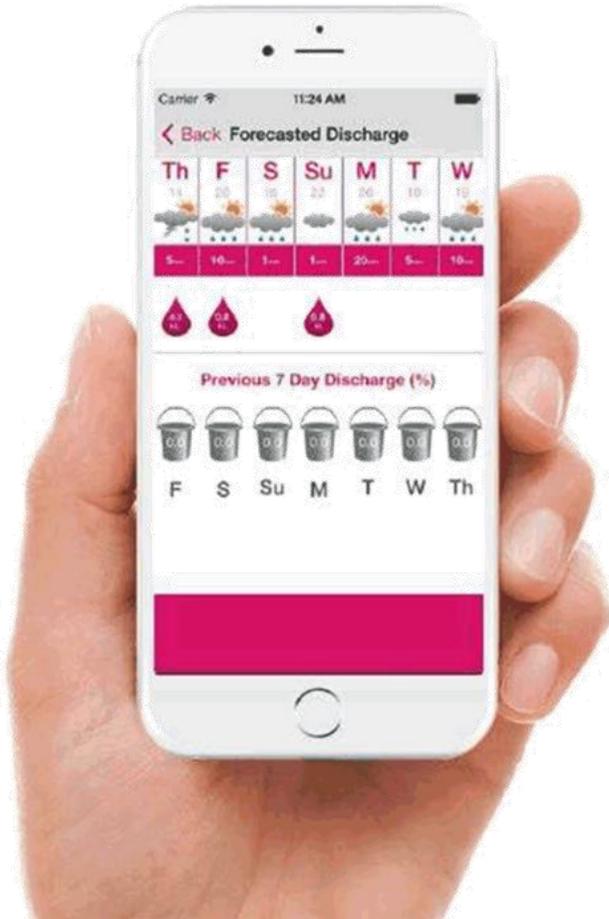
Rainwater Hot Water – system design



- Protection of the rooftop catchment area
- Collection and initial filtration of the rainwater
- Micro-filtration and UV treatment
- Heat treatment to 60C (mins) or 70C (seconds)
- A control system that will switch over to potable backup supply if:
 - *should either of these systems operate outside of specified parameters or fail,*
 - *or if rainwater is unavailable*



Smart rainwater tanks



Tank Talk
View Tank List View Tank Map Help Main Menu Sign out

TT9999

Merstone

Tank Level

Current Volume
2 KI (62%)

Tank Status

- Tank Commis: Normal
- Power Status: On
- Valve Status: Closed
- Tank Size: 0.8
- Number of Tanks: 1
- Current Volume: 2 KI
- Current Level: 933mm (62%)

Show manual controls

Planned Discharge

<p>F</p> <p>90% chance 20mm 17°C 4 KI inflow.</p> <p style="color: blue; font-weight: bold;">21</p>	<p>S</p> <p>90% chance 5mm 13°C 906 l inflow.</p> <p style="color: blue; font-weight: bold;">31</p>	<p>S</p> <p>70% chance 5mm 14°C 906 l inflow.</p> <p style="color: blue; font-weight: bold;">31</p>	<p>M</p> <p>60% chance 1mm 14°C No inflow. Chance of rain is below 70%.</p> <p style="color: blue; font-weight: bold;">21</p>	<p>T</p> <p>80% chance 5mm 16°C 906 l inflow.</p> <p style="color: blue; font-weight: bold;">21</p>	<p>W</p> <p>90% chance 10mm 13°C 2 KI inflow.</p> <p style="color: blue; font-weight: bold;">31</p>	<p>T</p> <p>90% chance 10mm 12°C 2 KI inflow.</p> <p style="color: blue; font-weight: bold;">31</p>
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Trends

Predicted level 97%
Current Level 62%

Automatic discharge scheduled.
Predicted discharge 3 litres.

C
M
O

Provide homeowners with real-time information

