
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:30am
Date: Thursday, 22 August 2019
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

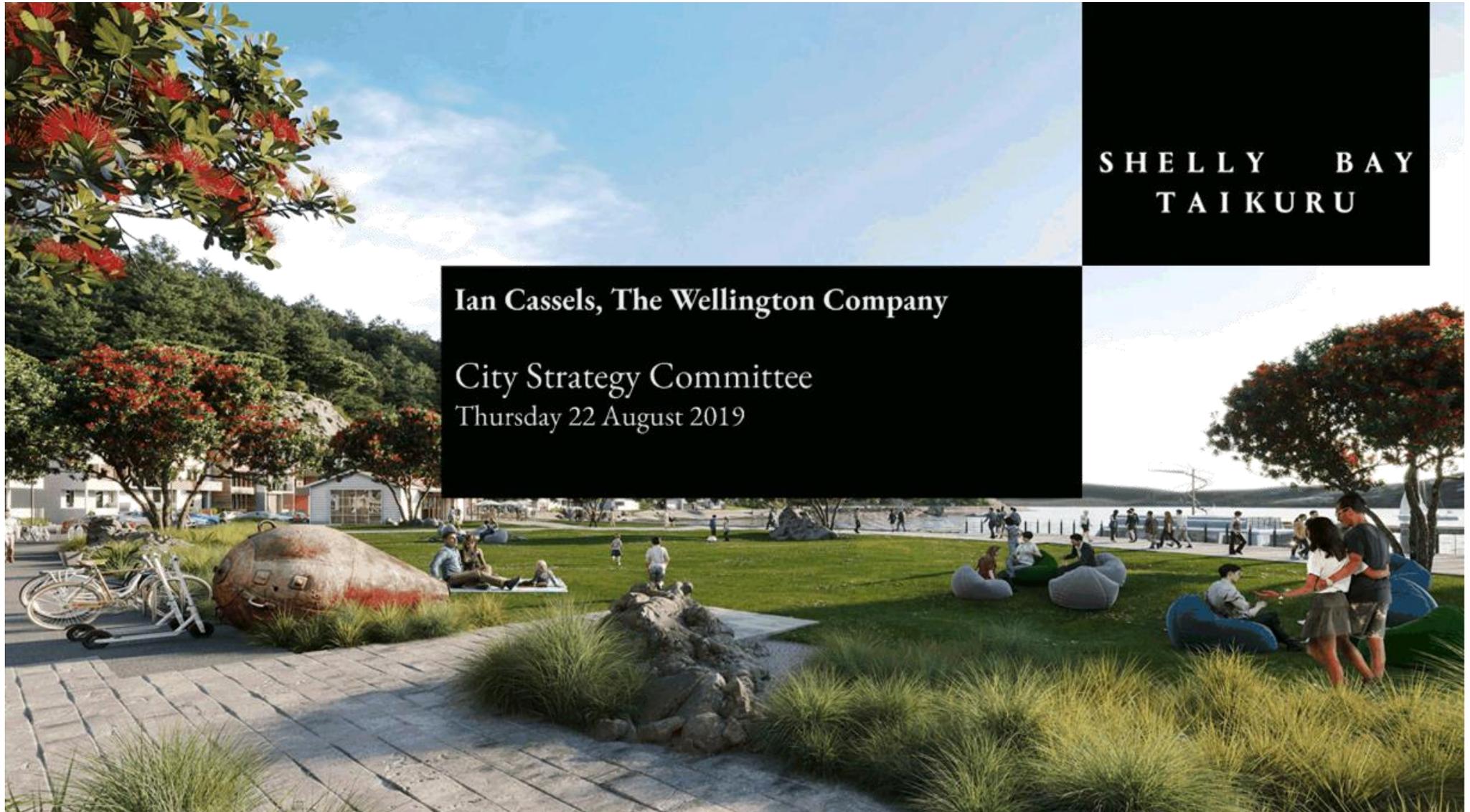
Business

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Confirmation of Minutes City Strategy Committee - 22/08/2019

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Item Confirmation of Minutes City Strategy Committee -



SHELLY BAY
TAIKURU

Ian Cassels, The Wellington Company
City Strategy Committee
Thursday 22 August 2019



No objection to review



Due process



Live commercial deal at risk

We have relied on it



Cost implications for Council



Relationship between PNBST and TWC



Adventure before the facts



Item Confirmation of Minutes City Strategy Committee -





Item Confirmation of Minutes City Strategy Committee -

Item Confirmation of Minutes City Strategy Committee -





Living Streets Aotearoa



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3 **Public Participation at Wellington City Council City Strategy Committee**

4 **on Thursday 22 August 2019 with respect to Agenda Items**

5 **2.1 Accessible Wellington - Action Plan**

6 **4.2 Traffic Resolutions - Bus Stop Changes**

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Phone: **027 684 1213**

Date: **21 August 2019**

Item 2.1 Accessible Wellington - Action Plan

As noted in the plan, access to public transport is vital. But WCC's key transport infrastructure in this respect, bus stops, get barely a mention (just in Ongoing Items, p68); and there is no mention of accessible routes to railway stations (they are not mentioned as "venues").

Mobility parking gets a lot of mentions, including an Action Area devoted to it, but public transport is barely touched on - yet in the survey, half as many again respondents (over 50%, in fact) used public transport as compared with driving (p15), and made many comments about public transport issues (p17). We suggest that a more balanced approach is required to reflect this and also for consistency with WCC's transport policies.

Our comments below on bus stops are relevant to making Wellington more accessible.

Item 4.2 Traffic Resolutions - Bus Stop Changes

It is good to see the changes to help the bus network function, including specific reference to NZTA's *Guidelines for public transport infrastructure and facilities*

<http://nzta.govt.nz/assets/consultation/guidelines-for-public-transport-infrastructure/docs/guidelines-pt-infrastructure-draft.pdf>), but some important items are not

covered, e.g.:

- **the relationship of the bus stop box with the bus stop sign.** If the sign and the front of the box do not align, it is not clear to either passengers or drivers where the bus will stop, and this causes confusion and delay. We suggest that whenever bus boxes are adjusted, it is made clear in the Traffic Resolution that the stop sign position will be adjusted as necessary. Bus shelters should also be placed to facilitate boarding and alighting, to enable approaching buses and RTI screens to be seen easily, and to avoid obstructing the footpath.
- **footpath hardstanding (where none exists).** As a submitter has pointed out with respect to TR102-19 Murchison Rd, any where footpath hardstanding is required it needs to extend the full length of the stop - people get off as well as get on. This Traffic Resolution has been amended accordingly, but not the similar TR99-19 Rajkot Terrace: it needs to happen there, too.
- **crossing the road.** On average half of all passengers will need to cross the road to get to or from a stop, but we have not seen that significant point mentioned in a Traffic Resolution proposal. It should be, particularly on busy/wide roads like Taranaki St, Miramar Avenue and Hobart St (Miramar). Safe and convenient walking routes to/from bus stops are essential.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking-friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see www.livingstreets.org.nz.

2019-08-22 K-J Sidwell
Public Participation
WCC City Strategy Committee Meeting –
Vote on the review and the Terms of Reference of the Review

Reference 1

2017-08-14 Copy of main points in my oral submission on the decision to sell/lease to Shelly Bay Ltd (SBL) WCC Council Land at Shelly Bay.

“WCC continued to be in negotiations with PNBST trust members, despite knowing, that their voting process was flawed, and that they had gone against the trust deed, requiring 75% yes vote, in order to sell the landowners land. With only a 51% vote to sell this was far from the required 75%. “My issue is that WCC pressed on despite knowing of the disenfranchisement of Taranaki whanui landowners”

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

These are my cases for concern/mistrust of the WCC processes to date:- 1. WCC continued to be in negotiations with PNBST trust members, despite knowing, that their voting process was flawed, and that they have gone against the trust deed, requiring 75% yes vote, in order to sell the landowners land. With only a 51% vote to sell this was far from the required 75%. These are in-house issues that the landowners have attempted to remedy with those that made underhand decisions 'on our belief'. My issue is that WCC pressed on despite the disenfranchisement of Taranaki shanti landowners. WCC got into bed with a small group of people who did not have the backing of the landowners..... and you have pressed on despite this. My understanding of the HASHAA is to address the housing supply in Wellington. Yet this site has a large commercial and retail proportion which has been able to be slipped through under the 'Housing Supply' door. The impact to roading and its infrastructure will be huge. On top of an already difficult to manage and no traffic issue getting to and off the peninsular and surrounding areas. We already have issues that are yes off being remedied. This will add fuel to the fire. The beauty of the peninsular, with its bays, will be destroyed. Wellington IS NOT San Fran. High rise/high priced tower blocks do not add to the Wgtn vibe. They will detract. There is a precedent for keeping the southern and eastern coast free of highly intensified residential and commercial development. Shelly Bay is acknowledged in the Wellington Company literature as being one of the most pristine marine natural landscapes available in New Zealand. This is a unique feature of the Wellington coast line and one which must be preserved.

8. What other comments or questions do you have?

Comments

The chatter across Wgtn would suggest that this land should be for the betterment of ALL of Wellington. Least we forget (because the landowners haven't) that the land was purchased with Taranaki Whanui money, that we received as part of our Treaty Settlement. We were offered to purchase it as (again) part of our Settlement under the RFR. In short, as part of an acknowledgement and apology for the land lost at the hands of crown of the time. So WHEN did Taranaki Whanui then become responsible for putting Wellington and it's people as a whole, first. For making this all about Wellington. Jason Fox left the table after much trust broken. However, not before he/WCC/Cassells/ & the Chinese \$\$ connection stitched up our land. The disenfranchisement continues and Wellington City Council have become major players in that.

2019-08-22 K-J Sidwell

Public Participation

WCC City Strategy Committee Meeting –

Vote on the review and the Terms of Reference of the Review

Reference 2

2017-09-27 Summary [as recorded by WCC] of my oral submission on the decision to sell/lease to Shelly Bay Ltd (SBL) WCC Council Land at Shelly Bay. Page 95.

<https://wellington.govt.nz/~media/your-council/meetings/committees/city-strategy-committee/2017/09/27/agenda.pdf>

Ms Kenny-Jean Sidwell

Ms Sidwell told the Committee that she was appearing on behalf of the 49% of iwi who voted not to dispose of the land at Shelly Bay for the proposed development. She explained that she feels aggrieved to hear reports that the Council is working with mana whenua when 49% voted against the proposal.

Ms Sidwell is a resident of peninsula and artist in residence at Shelly Bay. She considers the area to be a lovely place for people to get away from busy nature of life. In her view, the proposed development is too intense, and the existing space there will be destroyed.

Ms Sidwell also told the Committee that use of HASHAA to consent the development was inappropriate. She noted that the legislation is supposed to be about creating housing stock – but finds the development at Shelly Bay is catered to elite, and lacking in affordable options.

Ms Sidwell concluded by explaining that she is not opposed to progress; however, her view is that the proposed development is too intense.

The abridged version of what I actually said was:-

“It is difficult to hear you all speak of your relationship with mana whenua.

I stand here to speak, on behalf of the 49% of mana whenua, who voted NOT to sell our land to the developer. Our constitution required that the pnbst MUST get a 75% agreement in order to sell. Again, they only got 49%. Many of you (wcc councillors & elected officers) may not have known at the beginning of this process, but in time some of you did – and you continued anyway. So today, you ALL know. And if you continue then this will be your legacy to mana whenua of wellington.”

2019-08-22 K-J Sidwell
Public Participation
WCC City Strategy Committee Meeting –
Vote on the review and the Terms of Reference of the Review

Reference 3.

https://www.youtube.com/watch?v=sGghLt1jcp0&feature=youtu.be&fbclid=IwAR2wL8bq74_d_PT85CHe31J1xEpH8a34lBvdEo2nFNN965tHMN2gUqR2oDg

Cr Calvi-Freeman states “Who owns the land? Well we know that 99% of the land in question for development, of the housing and the hotel etc, is owned by the iwi, and the council owns the waterfront, so there should be no mistake in anyones mind, who owns the land.”

This was infact, not true.



Mau Whenua - Save Shelly Bay

16 July · 🌐

Here's another classic Who Dunit, Everyone In The Room Looks Shady.
Below is the Sept 2017 2hr+ meeting where WCC debate whether to sell their land at Shelly Bay.
Three members of the PNBST were also at the table. They had quietly sold the three parcels of iwi land to the developer just two months prior.
Fast forward the vid to 33.35 Calvi-Freeman tells fellow councillors very clearly that it is iwi who own the land.
A question is, was Chris Calvi-Freeman intentionally duping his colleagues? As the majority of land infact was NOT owned by iwi.
OR,
Did Chris Calvi-Freeman not know of the sale 2 months prior, and infact it was the three gentlemen at the end of the table duping them all?
We have listened to the entire recording. Nowhere does PNBST set the record straight.
Who Dunit? Everyone in the room looks shady.
<https://youtu.be/sGghLt1jcp0>



YOUTUBE.COM

Shelly Bay debate: PNBST @ WCC City Strategy Committee, 27 Sep 2017